

CIVIL AIR PATROL

May-June 2008



Volunteer

Celebrating 60 Years as the U.S. Air Force Auxiliary

■ 'KITE' FLYING

Arkansas Wing Helps Researchers Track Birds

■ TORNADO OUTBREAK

CAP Takes To The Skies After Destructive Twisters

■ HONORING CADETS

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Photo by Jim Tynan, CAP National Headquarters

20 Tennessee Wing Commander Col. Barry Melton speaks to U.S. Rep. Lincoln Davis of Tennessee before presenting a Civil Air Patrol Annual Report to Congress to the lawmaker. Davis assured Melton during the Legislative Day visit that the wing could call on him any time.

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Founding CAP Member Still Active, Helping Others

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ON OUR COVER

Civil Air Patrol's Arkansas Wing is helping researchers follow the flights of the Mississippi kite, a large bird living in White River National Wildlife Refuge. Here, Arkansas State University graduate student Sabine Schaefer, left, and CAP Lt. Col. Robert Penton prepare for a 'kite' flight.

Photo by Maj. Blake Sasse, Arkansas Wing

Bonus for the Bases



Courtesy of Steve White, "Wingspread"

By Kimberly L. Wright

Program Gives CAP Members New Opportunity to Support Military

CAP members, including National Chief of Staff Col. Reggie Chitwood, second from right, flank U.S. Air Force Col. Richard Clark, 12th Flying Training Wing commander, during a recent VSAF kickoff celebration at Randolph Air Force Base in Texas.

A

A joint Air Force, Civil Air Patrol pilot program designed to augment the U.S. Air Force's existing resources and address staff shortages caused by deployments, is providing CAP with another valuable opportunity to serve America.

The Volunteer

Support to the Air Force program, or VSAF, meshes the skills and interests of CAP volunteers with quality-of-life needs on Air Force bases. CAP volunteers participating in VSAF perform support functions that may otherwise be reduced or eliminated because of a lack of Air Force personnel to perform these tasks. VSAF may even resurrect services that have been eliminated. The specific volunteer tasks are determined on a base-by-base basis.

VSAF builds on an already well-established auxiliary partnership with the Air Force while boosting wartime and peacetime capabilities.

Following 9/11, many Americans felt compelled to volunteer in defense of the nation, but the Department of Defense did not have a structure in place. VSAF provides that structure.

Conceived at the highest levels of the U.S. Air Force by Assistant Secretary of the Air Force for Manpower and Reserve Affairs Craig W. Duehring, a former CAP cadet, the program is initially being offered by the 12th Flying Training Wing at Randolph Air Force Base in Texas and the 88th Air Base Wing at Wright-Patterson Air Force Base in Ohio.

A VSAF program is also slated for Luke Air Force Base in Phoenix beginning this month.

One-on-One

VSAF is one of the first missions CAP has undertaken in which members are working individually with Air Force personnel. CAP members usually provide services as a group.

CAP participants wear a distinctive polo and khaki



Courtesy of Steve White, "Wingspread"

Air Force Col. Richard Clark welcomes CAP visitors with a PowerPoint presentation on VSAF's potential.

uniform while performing VSAF duties. This uniform, rather than the military-style uniform CAP members usually wear, was selected for the new volunteer opportunity since members will frequently work side-by-side with Air Force civilian employees, junior enlisted personnel and dependents, many of whom may not be familiar with CAP's rank structure.

"VSAF provides greater volunteer opportunities for citizens through CAP while enhancing Air Force capabilities as a part of the Air Force's Continuum of Service program," said Duehring.

Continuum of Service is a Department of Defense initiative that focuses on eliminating barriers to service, allowing highly trained, motivated people to continue to serve their country even as their personal situations change from active-duty military to civilian volunteer.

"The members of the Civil Air Patrol, all patriotic American citizens, are proud to have this opportunity to help the brave men and women defending our country and the loved ones they leave behind when they deploy,

but before now, a structure did not exist to match volunteer capabilities with base needs,” said Interim CAP National Commander Brig. Gen. Amy Courter. “Our more than 56,000 volunteers welcome this opportunity to support the military families in their communities across the nation.”

Those who join CAP in order to perform VSAF services will be full-fledged CAP members, with the same rights and responsibilities membership entails. Cadets under the age of 18 are not yet permitted to participate.

After a successful test period, bases nationwide will be considered for participation in the program and additional areas of support will be developed. These may include staffing family readiness centers, which provide military families and single military with support they need to cope with the demands of Air Force life; fitness centers; skills development centers; libraries; and special events. Volunteers may also supplement base operations and provide squadron administrative support.

Much-Needed Assistance

“VSAF has the potential to be a huge benefit to both the Air Force and CAP,” said Maj. Amanda Gentry, Ohio Wing Group 7 commander and CAP liaison to the Wright-Patterson AFB VSAF program. “As an official volunteer organization helping on base, we’ve now gained



access to multiple avenues to help promote VSAF and the CAP program in general.”

Volunteer opportunities include service activities at the base hospital, pass and ID, military personnel flight and civilian personnel.

U.S. Air Force Lt. Col. Jack Burns, 12th Flying Training Wing director of staff and the base VSAF officer, said 15 vol-

unteer opportunities have been identified at Randolph AFB, including three administrative support slots and six skilled positions in civil engineering, from interior design to environmental science. In addition, five volunteer opportunities are available as golf teaching pro, landscape specialist and technical writer. ▲

Wingspread reporter Robert Goetz and Skywrighter reporter Mike Wallace contributed to this report.



Assistant Secretary of the Air Force for Manpower and Reserve Affairs Craig Duehring prepares to fly with CAP to observe firsthand a demonstration of CAP’s aerial capabilities. Duehring spoke recently to Ohio Wing’s Group 7 members during a ceremony to kick off VSAF at Wright-Patterson Air Force Base in Ohio.

Photo by Susan Robertson, CAP National Headquarters



Civil Air Patrol's mission of "supporting America's communities with emergency response, diverse aviation and ground service, youth development and promotion of air and space power" is the driving force behind CAP's new long-range strategic plan.

The plan, developed by CAP's volunteer management team, National Headquarters' senior leadership and CAP-USAF leaders, identifies nine long-range goals designed to ensure CAP's success over the next five to seven years.

Success in any endeavor requires careful preparation and planning. By clarifying and communicating our plans, it ensures the CAP leadership has a common vision regarding critical priorities ... what needs to be done now and in the not too distant future, and how.

CAP's vision — "the nation's finest citizens serving our communities as volunteers with integrity, service, excellence and respect" — expresses the values and guiding beliefs that motivate our volunteers' service-before-self commitment. This, coupled with an understanding of our constituent audiences, from the U.S. Air Force and members of Congress to ROTC and parents, helped shape objectives that are clear, concise and value-driven.

The objectives are:

- Provide quality training;
- Build public trust;
- Brand CAP as a resource of choice;
- Promote the value and significance of CAP's Cadet Program;
- Promote the talent and opportunities of our adult membership;
- Brand CAP as a national aerospace education leader;
- Establish public awareness of CAP's missions;
- Communicate CAP's financial needs and benefits; and
- Brand CAP as a volunteer organization of choice.

As goals and strategies to support these objectives are identified and implemented, CAP will begin to assume its rightful place in the national spotlight as a premier volunteer organization widely known and respected for the missions it performs in service to communities across America. And, in the process, the name of Civil Air Patrol will readily conjure up the images associated with our mission — emergency response, aviation and ground service, youth development and aerospace education — that our organization and its members so richly deserve.

Always vigilant!

Brig. Gen. Amy S. Courter
Interim CAP National Commander

Excellence Happens:

Mississippi Wing Finds Ejection Seat, Crash Site After Air Force Trainer Jets Collide

By Kimberly L. Wright

CAP Mississippi Wing aircrew and ground team members were a swift, valuable asset for the Air Force after two trainer jets crashed in northeast Mississippi. The team effort epitomized the optimal coordination of the local CAP squadron with a local military base.

The T-6 Texan II primary trainers collided in midair during an exercise over the woods about 30 miles from Columbus Air Force Base. Fortunately, all four Air Force

personnel — two instructors and two student pilots — parachuted to safety, leaving behind two crash sites and four ejection seats that needed retrieving.

Finding the seats quickly was critical. The mechanism that blasted the ejection seats away from the compromised crafts contained explosives, making the seats a potential hazard on the ground if all the explosives did not detonate when the seats were launched.

“I encourage all Air Force leaders who deal with contingency actions to take a close look at their CAP augmentation during operations. Their skill set and capabilities are a smart addition to a commander’s overall toolkit. You’ll certainly find CAP is a value-added partner.”

*— Air Force Lt. Col. Keith Kenne,
14th Mission Support Group
deputy command and on-scene commander,
Columbus Air Force Base, Miss.*

Columbus AFB requested the specialized skills of CAP air and ground team members to locate the seats and photograph the crash sites.

Quick Assistance

“The crews had already walked away from the crash and returned to base,” said Lt. Col. Mike Hainsey of the Mississippi Wing’s Golden Triangle Composite Squadron. “The Air Force didn’t know where to search. That’s where CAP came in.”

CAP’s participation in the mission was led by incident commander Maj. Carlton Sumner of the Olive

The wreckage of one of the T-6 Texan II primary trainers involved in a recent collision is seen at the edge of a tree line in rural northeast Mississippi near Columbus AFB. A CAP aircrew helped locate one of the two crashed trainer jets and photographed the wreckage from the air. A ground team located an ejection seat from the crash.

Photo by 1st Lt. Roger Smith, Mississippi Wing



Cadet 2nd Lt. Andrew Albee and Capt. Richard Albee were part of the ground team that helped locate one of the ejection seats.



Photo by 1st Lt. Tom Robinson, Mississippi Wing

Branch Composite Squadron in northwest Mississippi. According to Sumner, the mission involved 11 personnel, one aircrew and two ground teams, all of whom spent a total of 85 man-hours on the mission, including 2½ hours of flight time.

CAP assets were quickly mobilized to find the wreckage. “We had an aircrew ready to launch 45 minutes after informal notification,” said Hainsey, the mission pilot. “And we were on the scene 20 minutes after we received the mission number.”

The Air Force found the first crash site, and the three-person CAP aircrew located the second one.

“We found the second crash site about a half-hour before sunset,” said Hainsey. “It looked like the airplane went straight down.”

By the next day, three of the four ejection seats had been found. A ground team consisting of personnel from G.V. Montgomery and Northwest Mississippi composite squadrons was called into

action early that morning to locate the remaining seat. After the Air Force briefed them on the danger posed by the possibility of still-live explosives in the seat, they were ready to proceed.

“It was our first search for an ejection seat,” said Capt. Richard Albee, mission ground team leader, “but all the people on the ground team were well-qualified for the mission.”

The case of the mission ejection seat, which had stymied the air resources, was quickly solved by a cadet on foot. Cadet Lt. Col. Colby Hester found it within 10 minutes of the mission’s start. Noted Albee: “The seat had hit a



Photo by 1st Lt. Roger Smith, Mississippi Wing

A CAP aircraft is parked next to an Air Force T-6 at Columbus AFB during the ejection seat mission.

tall pine tree, cutting branches on its way down. The branches had covered the seat, making it difficult to see from the air.” That part of the mission accomplished, the team also scouted the debris field, marking pieces of the T-6.

Prior Experience Helpful

The day before the aircraft accident, the Golden Triangle Composite Squadron had conducted a tabletop disaster exercise, and officials from Columbus AFB participated, including the base’s chief of flight safety, said Hainsey. He and his squadron teammates briefed Air Force personnel on CAP’s capabilities. So, when the accident happened the next day, the chief of flight safety called Hainsey, seeking CAP’s assistance.

That type of teamwork with the Air Force isn’t out of the ordinary for this particular squadron. “Whenever the squadron conducts a homeland security or disaster exercise, the base personnel participate,” Hainsey said. “Our

crews train with the Air Force regularly. This is a case of practice making perfect.”

Sumner applauded the coordination between the local unit and the local base. “From what I observed, we coordinated well,” said Sumner. “The local contacts sped the mission up. It was really great we could help the Air Force. We usually don’t have the opportunity to do coordinated work with them of this nature. This will, no doubt, strengthen our relationship.”

The good work didn’t go unnoticed. “CAP’s ground support was instrumental in rapidly locating the ejection seats,” said Air Force Lt. Col. Keith Kenne, 14th Mission Support Group deputy command and on-scene commander. “I encourage all Air Force leaders who deal with contingency actions to take a close look at their CAP augmentation during operations. Their skill set and capabilities are a smart addition to a commander’s overall toolkit. You’ll certainly find CAP is a value-added partner.” ▲

Hainsey receives FAA award for airport management

By Kimberly L. Wright

Lt. Col. Mike Hainsey of the Mississippi Wing's Golden Triangle Composite Squadron has been named the 2007 Commercial Airport Manager of the Year by the Federal Aviation Administration Southern Region Airports Division.

As executive director of the Golden Triangle Regional Airport, Hainsey oversees all aspects of airport operations, including executive management, operations, safety, maintenance, marketing, administration, air carrier operations, general aviation, retail, recruitment, economic development and community relations.

He faced the challenge of managing the Golden Triangle Regional Airport during a time of great economic growth in the area, including nearly \$3 billion in industrial growth on and immediately adjacent to the airport. According to an FAA press release announcing the award, Hainsey administered more than \$5 million in federal, state and local grants for airport infrastructure maintenance and improvements, while ensuring the safe operation of the facility despite the pressure of growth. He also developed a comprehensive plan to ensure the airport infrastructure will remain responsive to the needs of the thriving region, and he knitted strong

working relationships with economic developers of the three surrounding counties by being named to the board of directors for three groups. In preparation for aircraft-related disasters, he worked with the Mississippi Wing to establish emergency response protocols.

Hainsey was pleased and surprised to receive the award. "The airport managers in the Southern Region are a talented group of professionals who work together to ensure the safe operation of the air transportation system. To be recognized among that group is a privilege and an honor," he said.

In addition to his involvement in Civil Air Patrol and numerous other organizations, Hainsey co-founded Dreams On Wings, a charity organization that provides the thrill of flying to more than 250 children facing serious illnesses and their families.

The Airport Manager of the Year award is presented to an airport director for exceptional aviation leadership and promotion of the aviation industry. Hainsey competed for the award with other managers of commercial service airports in the FAA Southern Region —

Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Puerto Rico and the U.S. Virgin Islands. ▲



Lt. Col. Mike Hainsey is the 2007 Commercial Airport Manager of the Year.

Arkansas Wing Flies For The Kites

By Maj. Blake Sasse

Left, left, right.

Unlike many of the missions Lt. Col. Robert Penton of the Arkansas Wing has flown in his 25-year Civil Air Patrol career, he isn't being guided toward an emergency locator transmitter or a downed airplane, and the person telling him where to go isn't a CAP member. Today, he is working to track down a bird — a Mississippi kite that Arkansas State University graduate student Sabine Schaefer has captured and fitted with a radio transmitter.

Since 2005 the Arkansas Wing has been working with

Dr. James Bednarz and his research assistants to learn more about this large bird in the White River National Wildlife Refuge. "Using CAP and its airplanes to help locate the kites was a natural choice, as ASU worked with CAP on a similar project involving bald eagles in southwestern Arkansas in the 1990s, and CAP has worked with the Arkansas Game and Fish Commission on bald eagle nest monitoring and other missions," said Bednarz. Lt. Col. Herb Williams of Arkansas Wing Headquarters coordinates the 50 to 70 hours of flying

Courtesy of Arkansas State University



This Mississippi kite is ready for release after being fitted with a radio transmitter and numbered leg bands.

involved in these “bird flights” and has piloted many of the sorties himself.

“The Mississippi kite is a forest-dwelling bird that has been severely impacted by the loss of bottomland hardwood forests due to clearing for agriculture and other causes, and the White River refuge is one of the largest remaining tracts of this habitat,” said ASU research assistant Sabine Schaefer. Bednarz and his students have been investigating the home range, nest site characteristics and habitat use of the Mississippi kite and a related and even rarer species, the Swallow-tailed kite, in one of the few studies that have used radiotelemetry to track the birds’ activities.

However, before taking to the air, the students must catch the birds. “This was done by going to a previously located kite nest and placing a live decoy bird in a nearby opening,” said Schaefer. The students then broadcast calls of the decoy birds and other species through a loudspeaker, which catches the kites’ interest and causes them to fly toward the decoy, where they are captured in a very hard to see “mist” net. Once in hand, the kites are fitted with a radio transmitter and a back-pack harness and released.

While finding an active radio transmitter is much like locating an ELT, the radio frequencies are different than those normally used by CAP.

Temporary antennas are mounted to both wing struts. Students listen to the signals using headphones attached to a portable radio device held in their lap during the flight. When back on the ground, they enter kite location coordinates into a Geographic Information System in order to compare the type of habitat where the kite was observed to determine their overall preferences.

This information can be invaluable to wildlife biologists. It helps determine what type habitat management activities to perform in order to help rare species.

“As with any low-level summer flying, the flights are usually hot and the unpredictable summer storms often play havoc with flight schedules,” said Penton, “but CAP always comes through.” ▲

Maj. Blake Sasse is the public affairs officer for CAP’s Arkansas Wing and is a professional wildlife biologist.



Photo by Maj. Blake Sasse, Arkansas Wing.

Lt. Col. Robert Penton of Arkansas Wing and Arkansas State University student Sabine Schaefer attach an antenna to an Arkansas Wing aircraft. Since 2005 the wing has helped ASU track a rare bird species called the Mississippi kite.

CAP members

aid Coast Guard in New Orleans-area SAR

By Lenore Vickrey

1st Lt. Jimmy Swan, left, Capt. Lester Cambre and 1st Lt. Matt Schnauder assisted the Coast Guard in a recent search and rescue mission after an aluminum boat capsized in rough weather on Lake Pontchartrain.



C

Civil Air Patrol played a key role in the recent search and rescue of two girls who spent three very cold nights on the marshy shores of Lake Pontchartrain.

“CAP was called in to help when we realized the search area was far too big and we needed more air assets,”

said Capt. Bob Mueller, deputy commander of Coast Guard Sector New Orleans, and also commander of the CAP Northshore Composite Squadron.

“The odds were against those young ladies surviving as long as they did in very cold temperatures after having been immersed in cold water from their capsized vessel,” he said. “Having a CAP aircraft allowed the search area to expand significantly and encompass the area where the survivors were eventually found. The remarkably fast response of CAP headquarters, the Louisiana Wing and the Billy Mitchell Senior Squadron aircrews was essential in this successful search and rescue operation.”

The pilot, 1st Lt. Matt Schnauder, commander of the Billy Mitchell squadron in New Orleans; 1st Lt. Jimmy Swan, who acted as scanner; and Capt. Lester Cambre, the observer, were in the air within 90 minutes, combing a 20-by-5-mile area west of Lake Pontchartrain’s southern shore. With a highly trained SAR crew and the slow flight speed needed for the operation, the CAP aircraft was given a primary search area in which people in the water would be diffi-

cult to see, even in calm weather. Conditions were windy, and waves made sightings difficult.

“Having CAP aircraft flying the central and northern search patterns allowed the helicopters and local parish officials to search the shoreline and marsh areas,” said Mueller. “At this point, we had no idea if or where the people or bodies would be found, and having the CAP aircraft and its highly trained crew greatly expanded the search area coverage.”

CAP had covered 75 percent of the area the aircrew was asked to search when the Coast Guard informed them that two missing girls had been rescued.

A male companion was found deceased, and the body

of a fourth person was eventually found. Schnauder and his crew participated in that search as well.

The mission was especially gratifying for a squadron that lost everything when the floods of Hurricane Katrina swamped its planes and equipment under 20 feet of water in August 2005.

“It’s been a struggle,” said Schnauder.

The squadron has put into place solid plans for the future,

he said, including publication of a quick reference guide for emergency service providers that communicates the services CAP provides. It notes, for example, the organization’s ability to take aerial photography of New Orleans levees during future floods.

“One of the complaints during the storm was that nobody was really watching the levees,” said Schnauder. “We want to make sure we’re ready for that.” ▲

“The remarkably fast response of CAP headquarters, the Louisiana Wing and the Billy Mitchell Senior Squadron aircrews was essential in this successful search and rescue operation.”

— Capt. Bob Mueller, U.S. Coast Guard
(Lt. Col., Civil Air Patrol)

Member Honored for Combat Service

Army Sgt. Thomas Adams, shown during his service in Iraq, was awarded gold spurs during an awards ceremony held recently at Fort Hood, Texas. Adams earned the gold spurs, which distinguish cavalry soldiers who serve honorably in a combat zone, for combat duty performed with the 1st Cavalry Division in Iraq. Adams also serves his country as a captain and public affairs officer with Apollo Composite Squadron, Group III, Texas Wing.



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ON THE WEB

Go to www.cap.gov daily for squadron and wing news.


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Malachowski Inducted Into Hall of Fame

Air Force Maj. Nicole Malachowski, the former Nevada Wing cadet who became the first woman to fly as part of a U.S. military flight demonstration team, has been inducted into the Women in Aviation International's Pioneer Hall of Fame. Malachowski, who recently ended her tour with the Air Force Thunderbirds as the team's No. 3 right wing pilot, was inducted at the San Diego Air and Space Museum as part of the 19th Annual International Women in Aviation Conference held March 12-15.



Courtesy of Master Sgt. Bill Kimble, U.S. Air Force



DAVE WAS HERE when he discovered
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through the window of a minivan.

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Which is, hopefully, never."*

— Dave Harvey, Cessna Owner

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Civic Leadership Academy

National Program Grooms Cadets for Public Service

Photo by Cadet 2nd Lt. Pete Kler, California Wing



Docent Sheila Barrett answers questions from Civic Leadership Academy cadets during a tour of the Women in Military Service for America Memorial at the gateway to Arlington National Cemetery. The visit helped cadets understand the debt America owes to women service members, past and present.

By Neil Probst

N

Now they know. That's the overwhelming reaction of CAP cadets who recently spent a week in Washington, D.C., as participants in the 2008 Civic Leadership Academy.

"I'd always been centered on military careers, but this opened up my eyes to the FBI, the CIA, the State Department and jobs in those agencies and departments where you're almost giving back as much as military personnel, if not the same amount or more," said Cadet Lt. Col. Peter Imbriale of the Rhode Island Wing.

But for Imbriale and his 23 classmates, CLA included more than up-close exposure to potential careers.

CLA is reserved for the best Civil Air Patrol cadets. Those chosen to participate come from the 22,000-member-strong Cadet Program.

While in Washington, the cadets visit national monuments. Before the trip, they are expected to complete rigorous study assignments, including a narrative about the exciting life of an FBI special agent, an extremely detailed view of how Congress works with legislation and an article about the deficiencies of

the National World War II Memorial.

The in-depth readings provide an understanding of persuasive leadership, the federal government and American heritage, as well as public service careers.

To graduate from the program, cadets must actively participate in at least 80 percent of the activities; complete responses to all readings, which number about two dozen; and show exemplary behavior during their Washington stay.

Cadet Capt. Pamela Blanco flew across the Atlantic Ocean from San Juan, Puerto Rico, to attend the academy.

"It's very interesting. It's a great experience," said Blanco, who was especially happy to visit the Women in Military Service for America Memorial at the gateway to Arlington National Cemetery.

"It was excellent. You see the whole history of women serving America," she said.

"I did not realize the extent to which women were involved in our military service in past history or the extent they were denied basic rights," said Cadet Lt. Col. Jonathan Yang of the Arizona Wing.

While there, the cadets enjoyed a

presentation by retired Brig. Gen. Wilma Vaught, president of the Women's Memorial Foundation. The cadets couldn't have heard from a better example of success.

Vaught is one of the most decorated military women in U.S. history. She was the first and, for 22 years, the only woman promoted to brigadier general from the comptroller career field. She also was the first woman to head the board of directors of a major credit union; to command a unit receiving the Joint Meritorious Unit Award, the nation's highest peacetime unit award; and to deploy with a Strategic Air Command bombardment wing on an operational deployment.

Vaught took the weighty topic of leadership and boiled it down to a simple axiom.

"My own definition of leadership: It's the ability to get people to go and do what you want them to do, sometimes whether they want



Photo by Cadet 2nd Lt. Pete Kler, California Wing

Instructor Maj. Becci Sundhagen, left, and Civic Leadership Academy cadets 2nd Lt. Renee Brilhante, Capt. Amanda Lenardson, Col. Abby Pasinski, 2nd Lt. Erin Noonan, Cadet Capt. Pamela Blanco and Capt. Kristin Ruesch stand with retired Brig. Gen. Wilma Vaught, middle, president of the Women's Memorial Foundation. Vaught shared with CLA cadets valuable lessons on how to lead and be successful in their careers.

to do it or not. And that's about as simple as you can make it," she said.

In today's high-tech world, the basic skills of reading, math, writing and even keyboarding are essential to success, said Vaught.

Her success and the potential for the cadets' success can be attributed to five words: "Work longer, harder and smarter," she said. ▲

"I'd always been centered on military careers, but this opened up my eyes to the FBI, the CIA, the State Department and jobs in those agencies and departments where you're almost giving back as much as military personnel, if not the same amount or more."

— Cadet Lt. Col. Peter Imbriale, Rhode Island Wing

Cadet Catalysts

Civic Leadership Academy Influences Father, Daughter Membership

By Kimberly L. Wright

Civil Air Patrol attracts volunteers in many different ways. Some are attracted to the organization's airborne missions, and others to its ground team initiatives. For 2nd Lt. Henry Dillon, aerospace education officer with the Virginia Wing's Burke Composite Squadron, and his daughter, Cadet Sr. Airman Emmy Dillon, Civic Leadership Academy sparked the impetus to join.

Five Minutes That Made a Difference

Dillon, who works at the CIA, encountered academy cadets while on his way to lunch in 2007. After only five minutes, the cadets made quite an impression on him.

"They were a great group of young people," he said. "It seemed like an excellent program."

"I was impressed by their appearance and their interest in our work at CIA," said Dillon. "I was so impressed, I thought my daughter could find a wonderful outlet for her interest in aviation through Civil Air Patrol."

Hitting the Heights

"My daughter, who was 12 at the time, has been interested in flying and aviation in general since she was very little," said Dillon. "She wanted to be an F-14 pilot. When she was 10, we started an aviation science club at her elementary school, which ran for two years. Knowing she was leaving elementary school and turning 12, it made sense to me to consider CAP as a way to support her continued interest in aviation. I was also particularly interested in encouraging her in science and math, which she enjoys."

Dillon, who retired from the U.S. Army as an officer in 1992, appreciated the chance to reconnect to a tradition of service above self that exemplifies military service. "In the wake of 9/11, this

Courtesy of Maryanne Dillon



2nd Lt. Henry Dillon, assisted by his daughter, Cadet Sr. Airman Emmy Dillon, prepares an aerospace presentation on space vehicles. Civic Leadership Academy cadets impressed the senior Dillon so much, he and his daughter became Civil Air Patrol members.

became even more important to me,” said Dillon. “CAP provides me that opportunity to contribute to my community and even the nation in a meaningful way.”

The Dillons joined the local squadron in Burke, Va.

“The squadron welcomed us. Emmy met 1st Lt. Laura Revetta, now our deputy commander for cadets, who joined CAP when she was 12 and stayed active through high school and college,” said Dillon. “She has thoroughly enjoyed everything about CAP, the flying especially.”

“As I learned more about CAP, I recognized it offered benefits to young people similar to scouting,” he added. “I have been very impressed with the CAP cadet and aerospace programs. In many ways CAP has significant advantages over scouting in terms of organization, resources, learning opportunities and, of course, the flying.”

A Future Fighter Pilot

Emmy is enthusiastic about the flight opportunities provided through CAP, which offer a chance for her to further explore something in which she has always been interested.

She also enjoys other aerospace-related activities.

“When the Udvar-Hazy Air and Space Museum has ‘Become a Pilot Day,’ my squadron usually goes out to help,” said Emmy. “This is so much fun, because you get to see all the aircraft fly in and taxi down the flight line. You also get to meet the pilots and learn about their planes.”

Emmy envisions a career as a pilot flying in defense of her country.

“When I’m older, I plan on joining the Air Force and becoming a fighter pilot,” she said. “I want to protect

my country just as the officers in the armed forces do now. I want to pay back what I owe to the soldiers that have died. Protecting the skies of our country is what I want to do.”

Building Leadership Skills

Emmy said the Cadet Program teaches her more than just flying — it highlights aspects of life that will serve her in the future.

“CAP teaches me leadership, so I will know how to act as a leader,” she said. “Emergency Services shows me how to look for an object on the ground and what to look for. Aerospace Education tells me more about flight and what to expect when you are flying.”

Even the physical fitness aspects of the program appeal to her.

“My favorite squadron class is PT, physical training, and the mile run is my favorite test because running is really fun for me.”

“As a parent, I am proud my daughter is part of this great organization,” said Dillon, adding, “I would love to see her participate in CLA.”

This year, in coordination with Lt. Col. Sharon Storey, CLA guide at the CIA, Dillon talked to the cadets about the CIA’s World Factbook. The annual publication contains a two- to three-page summary of the demographics, geography, communications, government, economy and military of more than 250 U.S.-recognized countries, colonies and other areas.

“I was very impressed by the questions asked by the cadets and how intent they were during our meeting,” said Dillon. “This group of cadets is clearly among the best in America.” ▲

“CAP provides me that opportunity to contribute to my community and even the nation in a meaningful way.”

— 2nd Lt. Henry Dillon, aerospace education officer,
Virginia Wing’s Burke Composite Squadron

Members Meet U.S. Lawmakers on Hill

Photo by Jim Tynan, CAP National Headquarters



U.S. Rep. Stephanie Sandlin of South Dakota looks at a CAP Annual Report to Congress while speaking to South Dakota Wing Commander Col. Michael Beason.

Photo by Jim Tynan, CAP National Headquarters



Colorado Wing Commander Col. Edward Phelka, left, speaks with Colorado U.S. Rep. Ed Perlmutter, who stepped out of a committee meeting to speak with CAP members on Capitol Hill. Colorado Wing Government Affairs Adviser Col. Gary Tobey, second from left, and Cadet Chief Master Sgt. Ashley Dickinson of the Maryland Wing look on. Perlmutter is a Congressional Squadron member who has flown with the Colorado Wing on a search and rescue exercise.



Photo by Susan Robertson, CAP National Headquarters

Bryan O'Leary, national security legislative assistant to U.S. Sen. Tom Coburn of Oklahoma, studies information about CAP he received from Oklahoma Wing Commander Col. Bob Castle, seated next to O'Leary, and from Maryland Wing cadets Staff Sgt. Sarah Peters, left, and 2nd Lt. Melanie Perkins and Oklahoma Wing Vice Commander Col. Virginia Keller. O'Leary is a former CAP cadet.

Photo by Jim Tynan, CAP National Headquarters



U.S. Rep. Brad Ellsworth of Indiana receives his certificate of membership in the Congressional Squadron from Indiana Wing Commander Col. Mark Reeves on Legislative Day. Ellsworth represents the 8th Indiana District and is a member of the House Armed Services Committee.



U.S. Sen. Tom Harkin of Iowa shakes hands with Civil Air Patrol Interim National Commander Brig. Gen. Amy Courter in his office on Capitol Hill. Harkin, commander of CAP's Congressional Squadron, is a colonel in Civil Air Patrol and a longtime supporter of CAP.



CAP members who met with U.S. Sen. Joseph R. Biden Jr. of Delaware on Legislative Day included former Delaware Wing Commander Col. Russell Opland (shaking Biden's hand), Interim National Commander Brig. Gen. Amy Courter, left, Cadet Lt. Col. Stephanie Petelos, Congressional Squadron Vice Commander Col. John Swain, Michigan Wing Public Affairs Officer 1st Lt. Howard Morris (with camera) and Lt. Col. Charles Sersun Jr. of the Middle East Region.



Delaware U.S. Sen. Joseph R. Biden Jr. speaks to Civil Air Patrol members after receiving a model of a World War II-era CAP Stinson they presented to him.



U.S. Rep. Ander Crenshaw of Florida meets with Florida Wing Vice Commander Lt. Col. Arthur Giles, right, and Cadet Capt. Alex Sage. Crenshaw showed great support for CAP and told the members he would absolutely support the return of money lost to CAP's funding shortfall.



U.S. Rep. Chip Pickering of Mississippi speaks with Mississippi Wing Civil Air Patrol members during their visit to his Capitol Hill office. Pickering praised the wing's high-profile rescue of Oregon pilot Dennis Steinbock near Oxford, Miss., as well as its other outstanding missions for America.

Soaring like spirits

Spaatz night fulfills dreams of flight

By Neil Probst

O “Oh, I have slipped the surly bonds of earth, and danced the skies on laughter-silvered wings.”

Nonpilots may not understand the lines from British aviator John Magee’s famous poem.

Cadet Col. Jake Reed does.

Reed was one of four cadets who received a \$2,500 Aerospace Education Leadership Scholarship during The Spaatz Association’s 2008 Mid-Winter Dinner and Awards Event in Arlington, Va.

Reed, who has already soloed 17 hours, plans to use the scholarship to complete additional flight training required to earn his private pilot’s license.

“It’s true, you can’t describe it. It’s the most freedom you’ll ever feel in your life,” said Reed, speaking of the sensation of lifting off in a CAP Cessna 172.

In true Civil Air Patrol spirit, Reed envisions becoming a CAP mission pilot, because he wants to give back to the organization that lifted him aloft.

He was joined at the banquet

by fellow scholarship winner Cadet Capt. Hamilton Evrard of the North Carolina Wing.

Evrard soloed on his 16th birthday and has trained in three different Cessna 172s.

He hopes to eventually become a military or corporate pilot.

“Getting the scholarship will open up so many opportunities, and flying’s always been a dream that I’ve had,” he said.

Scholarships were also awarded to Cadet Col. Ben Chase of the Vermont Wing and Cadet Maj. Felicia Voegele of the California Wing.

A large room of more than 100 Spaatz winners and other special guests was treated to speeches that united the past and present Air Force.

Katherine Gresham, a granddaughter of Air Force Gen. Carl A. Spaatz, after whom the award is named, spoke about her grandfather’s role in the air war over Germany during World War II. Spaatz helped decide whether the bombing of railways or air raids against German oil fields would take



Photo by Susan Robertson, CAP National Headquarters

Cadet Col. Douglas Crawford of the California Wing receives his Gen. Carl A. Spaatz Award during The Spaatz Association’s 2008 Mid-Winter Dinner and Awards Event.



Cadet Col. Jake Reed of the Maryland Wing, right, and Cadet Capt. Hamilton Evrard of the North Carolina Wing receive an Aerospace Leadership Scholarship from Steve Austen, president of The Spaatz Association, during the organization's 2008 Mid-Winter Dinner and Awards Event.

precedence in the air battle.

Gresham's look back at air power in the early days of the Air Force was followed by discussion of the Air Force in 2018 by Maj. Gen. Mark T. Matthews.

It's an Air Force that will be fortunate to have Cadet Col. Douglas Crawford in it.

Crawford, of the California Wing, received his Spaatz award at the banquet, marking his completion of 16 cadet achievement levels, which included written exams, rigorous physical fitness tests and leadership roles during encampments.

"It was really cool being presented the award in front of an association of people who knew exactly what it took to get there. To get a standing ovation from a hundred-plus people who have also received that award and been through the same processes was an emotional moment for me," he said.

Crawford, 20, hopes to go to officer training in the armed forces or join state or local law enforcement in California after he earns a bachelor's degree from Bethany University in Santa Cruz.

The cadet's interests vary from those of Reed and Evrard, displaying the breadth of the CAP Cadet Program.



Spaatz Association president Steve Austen presented the scholarships.

Crawford is content to lead from the ground. This summer will mark his fourth year at a CAP encampment, where he helps mold junior cadets into responsible adults.

He fondly recalled taking charge of a flight of 17 youth for a week.

"My proudest moment in CAP thus far has been walking across the parade field on graduation day with my flight and seeing a little bit of myself in 17 young men ... that I had an impact on their development not only as CAP cadets but as young men," Crawford said.

Spaatz Association president Steve Austen applauded the cadets in attendance and reminded the audience of the need to nourish them.


"As adult leaders, and no matter where we are on the trajectory of our careers, we represent the present. These outstanding young people — these CAP cadets — represent the future," Austen said. ▲



Photo by Col. Larry Trick, Maryland Wing

The Spaatz Association dinner honors Spaatz award recipients and brings together friends like Matthew Kern, left, Cadet Lt. Col. David Trick of the Maryland Wing and Air Force Lt. Col. David Gearhart. Trick's father, Col. Larry Trick, as well as Kern and Gearhart were cadets in the Pennsylvania Wing's Erie Composite Squadron. The meeting brought the three together for the first time in 25 years.

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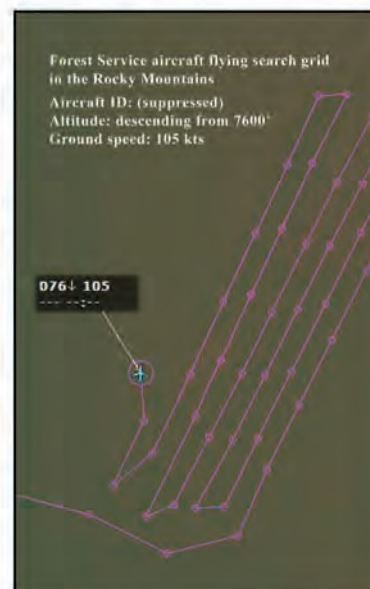
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Mission Efficiency: For SARCAP/REDCAP missions, the EXACT search pattern flown is depicted graphically over topographic, aeronautical, and street-level maps. Mission commanders (on-scene and remotely) can modify search plans and redirect mission aircraft to assure the complete coverage of high-value search areas.

Mission Safety: CAP operates its missions with the highest degree of safety always in mind. The harsh reality is that search and rescue is dangerous work. With real-time tracking, the status of any aircraft is always known to mission commanders. In the event of an emergency off-airport landing, real-time satellite tracking helps take the "search" out of the equation when CAP must rescue their own.

Aircraft can also be equipped with voice telephone service available to all crew members through the audio panel. Outgoing calls can be limited to preset destination, assuring phone use is limited to CAP operations. Two-way text messaging provides a fast, efficient alternative to voice, allowing the use of pre-configured messages such as fuel status, mission tasking, etc.

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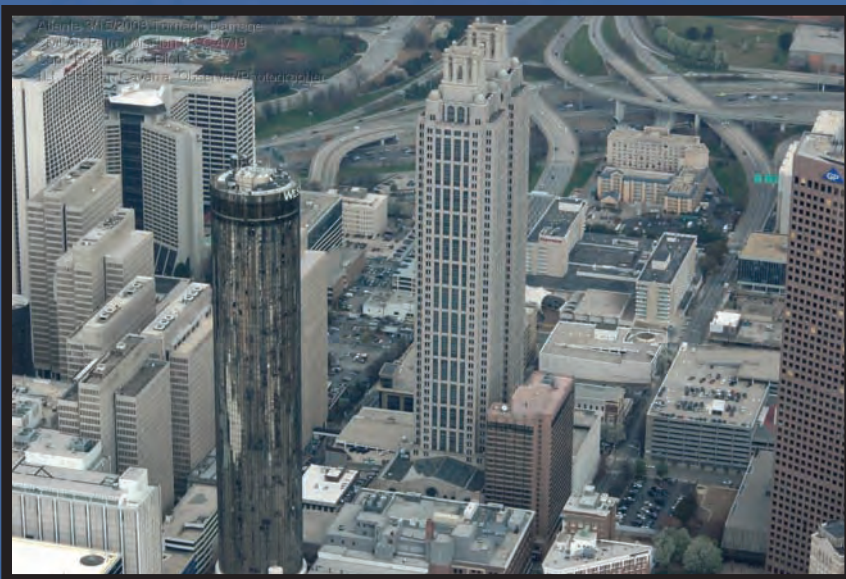
In the wake of a torrent of twisters, from Wisconsin,
Arkansas and Alabama and points inbetween,
the Civil Air Patrol went to work in at
least nine states, assisting their
communities with aerial
photography,
damage
assessment
and ground
cleanup.

NOAA Photo Library, NOAA
Central Library, OAR/ERL/National Severe Storms
Laboratory (NSSL)

CAP takes meteorologists sky high

By Neil Probst

Photo by 1st Lt. Stephan Cavarra, Georgia Wing



A Georgia Wing aircrew from Atlanta Senior Squadron 1 flies above downtown Atlanta after a tornado struck the Westin Peachtree Plaza Hotel, the cylindrical building at left, as well the CNN center and the Georgia Dome. Georgia Wing members shot about 500 images of damage in downtown Atlanta and nearby Bartow County, then sent the photography to the Georgia Emergency Management Agency, Georgia Power, the Bartow County Emergency Management Agency and the Georgia Governor's Office.

W

Weather scientists use sophisticated technology, like Doppler radar and other high-tech equipment, to forecast and analyze weather events.

But even the fanciest equipment can't assess the destruction caused by a tornado.

To really witness a twister's wrath, one's best view is from above. This reality is sending more and more meteorologists aloft in CAP Cessnas after tornadoes strike communities.

And strike they have: Since January, estimates put the number of tornado touchdowns in the U.S. at about 500.

Civil Air Patrol assisted with aerial photography and damage assessment of dozens of these twisters, from Wisconsin, Arkansas and Alabama and innumerable points inbetween.

In Arkansas, Little Rock-based National Weather Service meteorologist John Lewis took off in a CAP Cessna 182 flown by Lt. Col. Terry Thompson.

"In a case like this, a lot is riding on this flight," said Lewis.

A 123-MILE TORNADO TRACK

Thompson lifted Lewis and another NWS meteorologist above the track of a tornado that struck northwest Arkansas.

"Usually it's a three- to four-hour flight. The mission that day was to find out if it was a continuous path," he said.

Surely not, the trio thought when they took off.

But Thompson kept flying and flying and flying.

And Lewis kept looking and looking at the same tornado track that went 123 miles.

It was historic — the longest track in Arkansas since 1950 and one of the longest ever recorded in U.S. meteorological history, Lewis said.

They couldn't have detected it from the ground, he emphasized.

In Illinois, meteorologist Jim Allsopp took off with CAP pilot Lt. Col. Lou Wipotnik and Maj. Bob Williams to photograph the destruction in north Illinois for Allsopp's Romeoville office in north Illinois.

The dual experience of giving Allsopp a bird's-eye view and providing photographs the weather service posted on its Web site thrilled the aircrew.

"It makes you feel proud you're able to serve the communities and our country doing things like that. That's what we're in business for," said Wipotnik.

Wisconsin aircrews flew similar missions, and their photographs turned up at the NWS' Sullivan office Web site.

Meteorologist-in-charge Ken Rizzo wrote CAP members an e-mail expressing thanks for their images.

"They verified what we were seeing with our ground survey and provided great information concerning the exact path," Rizzo's e-mail to Lt. Col. Chris Trossen stated. "I want to personally thank you and the CAP for the service you provided. One picture from the air is worth a thousand on the ground when it comes to weather damage surveys," he wrote.

TORMENTED TENNESSEE

In Tennessee, which several twisters chose as a target for their fury, members found themselves performing essentially any mission under the sun.

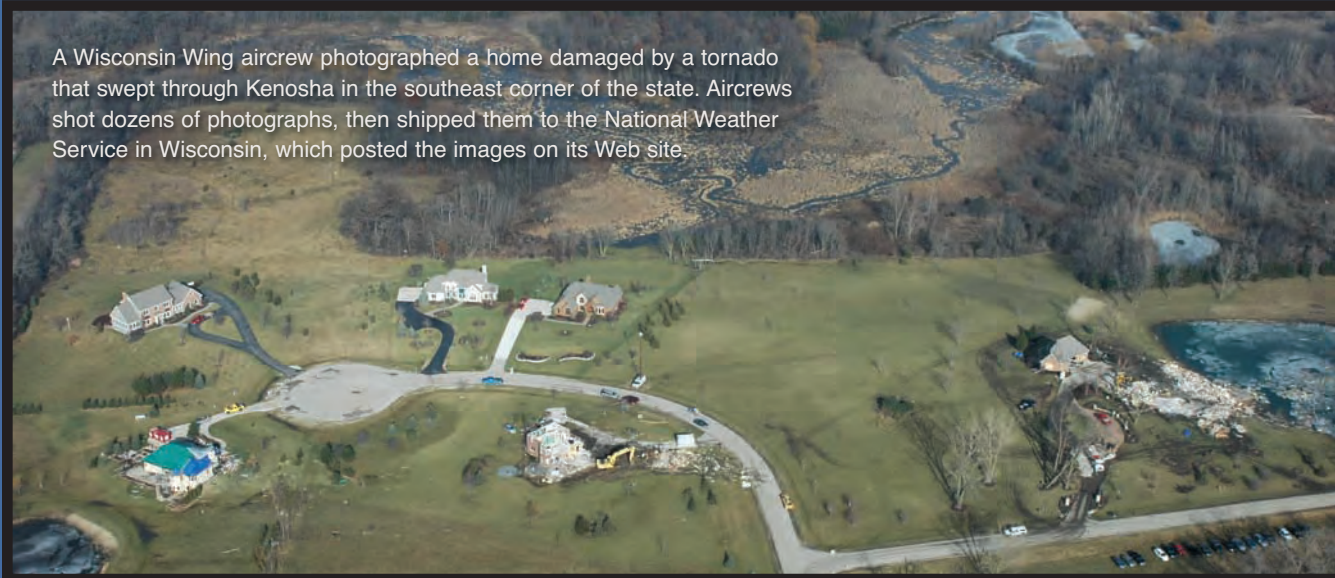
There, too, the National Weather Service requested a CAP flight to view a tornado track.

Tennessee Wing Commander Col. Barry Melton said the track was so long that Tennessee members first flew

Photo by 1st Lt. Stephen Cavarra, Georgia Wing

Photo by Sr. Mbr. Mark Lay, Wisconsin Wing

A Wisconsin Wing aircrew photographed a home damaged by a tornado that swept through Kenosha in the southeast corner of the state. Aircrews shot dozens of photographs, then shipped them to the National Weather Service in Wisconsin, which posted the images on its Web site.





An Alabama Wing aerial photo shows some of the devastation suffered in Prattville, site of a recent tornado. Two satellite-transmitted digital imaging system crews from Tuscaloosa and Birmingham composite squadrons flew missions in support of the Alabama Emergency Management Agency, Department of Homeland Security and other organizations.

Morristown NWS meteorologist Howard Waldron to northeast Mississippi.

While the CAP aircrew refueled its Cessna, Mississippi Wing Commander Col. Tim Carroll took Waldron for a ground tour of the damage.

When Waldron launched with CAP members, the aircrew found that the tornado track competed with the Arkansas tornado's for length.

"We actually started in the Mississippi Wing and ended up in the Kentucky Wing," Melton said.

This was just the beginning. Later that day, the wing received a request from 1st Air Force to take aerial photography of about 40 other damage sites, Melton said.

The wing supplied the photos that were taken to 1st Air Force and to the Tennessee Emergency Management Agency, which later asked for continued assistance with ground cleanup.

While senior members provided strong assistance in the air, cadets helped on the ground by unloading trucks of bottled water and hygiene items for distribution to needy residents.

Like CAP members in all affected states, volunteers in Tennessee sacrificed their own time and money to assist during the day, as well as nights and weekends.

LEADING BY EXAMPLE

While CAP members assessed damage from Milwaukee to Atlanta, where tornadoes ravaged downtown buildings like the Westin Peachtree Plaza Hotel, CAP Interim National Commander Brig. Gen. Amy Courter found herself amid destruction in Alabama.

Courter was at CAP National Headquarters at

Maxwell Air Force Base in Montgomery leading a senior commander strategic planning weekend when a tornado struck nearby Prattville.

It was déjà vu for Courter, who was in Kalamazoo, Mich., in 1980 when a tornado killed five in her community. With her law enforcement and CAP training, she was called upon to engage in disaster relief work for days following that event.

This time, Courter and CAP members drove to Prattville with hot pasta, coffee and hot chocolate while aircrews took photos for the Alabama Emergency Management Agency.

“We walked up and down streets and engaged in conversations with people,” said Courter.

“We were outside one of the damaged homes when we looked up — and you know everything is pretty quiet when there is no power — we looked up and saw the CAP plane flying its pattern and capturing the aerial photography,” Courter said.

“I remember stopping everything else — becoming fully engaged in watching our plane serving the citizens of the Prattville community. It was the one time that day where we could all look up and smile,” she said. ▲

Multistate CAP Effort

Tornadoes from the Great Lakes Region states to the Southeast put CAP aircrews and ground teams to work recently. Members in the following states gave assistance to torn communities.

Alabama:

After tornadoes struck Lawrence and Jackson counties in north Alabama, aircrews flew approximately 10 hours of damage assessment and aerial photography missions for numerous agencies, including the state Department of Homeland Security’s Virtual Alabama project.

Arkansas:

The Arkansas Wing flew 18 sorties at the request of state and federal agencies after tornadoes tore through the northern part of the state. Aircrews photographed damage at numerous sites, including Little Rock Air Force Base.

Georgia:

State Rep. Barry Loudermilk of Georgia, also a CAP member, helped CAP ground crews get relief supplies into Bartow County, while aircrews photographed the disaster area.

Kentucky:

CAP Maj. James McFarland flew two National Weather Service meteorologists on a three-hour tornado damage survey.

Mississippi:

Aircrews flew nearly three hours of aerial imagery missions in Lafayette County for the Mississippi Emergency Management Agency.

Missouri:

Three Missouri Wing aircraft flew 10 hours for the National Oceanic and Atmospheric Administration after tornadoes damaged homes and businesses in the southwest part of the state.

Wisconsin:

The National Weather Service office in Milwaukee posted a variety of Civil Air Patrol aerial photographs on its Web site to illustrate the damage caused by tornadoes that tore through southeastern Wisconsin, destroying more than 50 homes.

Sources: WIMRS (CAP’s Web Mission Information Reporting System), media reports and CAP News Online.

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Indiana Wing *helps save* deployed serviceman's home

By Neil Probst

About 6,500 miles separate Kuwait from southwest Indiana.

So, what can a soldier do when he is serving in the Middle East and his home is about to be flooded by a rising creek?

That's the predicament Sgt. Tim Ferguson found himself in while deployed with the Indiana National Guard's 163rd Field Artillery.

His unit turned to Civil Air Patrol's Indiana Wing. About 40 members responded by hurrying to the soldier's Evansville home.

"If it had not been for the help we received from the Civil Air Patrol, we would not have a home," said Valerie Ferguson, the deployed soldier's wife. "It brings tears to my eyes whenever I think about how they stepped in and saved our home."

CAP adult and cadet members fought back encroaching waters by shoveling sand into sandbags and lining up in knee-deep cold water to toss them to each other. Ultimately, they formed a huge bagged barricade between the Fergusons' house and Pigeon Creek.

"I've never seen a group of kids work so hard, so long," said 1st Lt. Alex Whitacre, commander of the RiverCity Cadet Squadron in Evansville, whose children, Cadet Chief Master Sgt. Jacob Whitacre and Cadet Col. Kate Whitacre, took part in the effort.

Whitacre said cadets from RiverCity squadron, many of whom missed several days of school and work to help out, worked at the house for three days before helping sandbag five other homes.

"When we started this mission, it was cold and windy and raining, so the first seven hours we worked in the rain and cold wind, but they never stopped working, never, didn't even take a break. We had to make them stop to change their socks and gloves," Alex Whitacre said.

CAP units from Bloomington, Shelbyville, Jasper and Monroe County also participated in the mission.

Though the work was unending and the bags heavy, the wing was elated to help.

Maj. Brian Schmuck, Southern Indiana Group commander, said it is important for local, state and federal

Floodwaters surround homes in Indiana, where wing members photographed several rivers for emergency management officials during 16 hours of flights.

Photo by Cadet Chief Master Sgt. Jacob Whitacre, Indiana Wing



Indiana Wing members pass a sandbag to each other outside the home of Sgt. Timothy Ferguson, an Indiana National Guard member deployed to Kuwait. Senior members and cadets worked virtually nonstop to prevent encroaching floodwaters from damaging the home.

agencies to know CAP is capable of assisting on the ground, not just in the air.

Cadet Capt. Joshua Derr was one of the youngest leaders on site.

“I enjoyed it a lot,” he said. “I got back home and I was tired, but I was ready to go back (if needed).”

Schmuck, who lives near where the damage was most severe, said 10 Indiana Wing units responded to the

flooding. They helped keep floodwaters from damaging nine other nearby homes, and they flew aerial imagery missions.

“It was a very, very nice feeling,” said Schmuck. “Ms. Ferguson, her husband’s right now in harm’s way, serving our country. It’s the least we can do for him as a fellow citizen and a soldier to help out him and his family while he’s over there putting his life on the line for us.”

Todd Ferguson, Tim’s brother, couldn’t overstate his thankfulness.

“If it hadn’t been for them, I don’t think it would have happened in my opinion, because those guys didn’t quit. They just kept going. They just kept stacking and stuffing until they couldn’t go any more,” Todd said. ▲

“If it had not been for the help we received from the Civil Air Patrol, we would not have a home. It brings tears to my eyes whenever I think about how they stepped in and saved our home.”

— Valerie Ferguson, the deployed soldier’s wife

Cutting-Edge Communications

Millions of Air Force Dollars Bolster CAP Air Waves

By Neil Probst

Propelled by a federal mandate to switch all radios to a new frequency standard, Civil Air Patrol is receiving millions of dollars of Air Force funding to update its entire inventory of communications equipment.

If CAP receives its requested budget in 2009, members will have received a total of nearly \$42 million in new radio equipment. Already, CAP has received about \$30 million of new equipment.

The upgrade includes nearly 6,000 VHF mobile radios and about 2,500 VHF portable radios, as well as more than 400 land-based VHF repeaters, more than 100 transportable VHF repeaters and more than 10,000 UHF Intra-Squad Radios (ISRs) used by ground teams.

For Lt. Col. Chuck Bishop of Arkansas Wing Headquarters and about 20,000 other radio operators in CAP, the new equipment represents a huge boost for members who need to communicate easily at all times, especially when

A Florida Wing member uses a hand-held radio during the National Emergency Services Academy at Camp Atterbury in Edinburgh, Ind. If CAP receives its requested budget in 2009, CAP members will be operating a total of nearly \$42 million in new radio equipment.



Photo by Maj. Gary Brockman, National Emergency Services Academy Squadron

hurricanes and other disasters strike. The change from personally owned radio usage to a corporate system also means CAP can respond to emergencies in any part of the country with modern, interoperable and standardized equipment.

“With the newer radios, we’ll be able to respond on short notice and not have to worry as much about frequency problems and interference,” said Bishop.

The VHF Project

The final piece of this VHF acquisition project was made possible in 2006 when CAP received a \$10 million grant from the Air Force. That was the last step in a 13-year project that began with a federal mandate in 1994 to switch all radios and repeaters operating on federal government frequencies from wideband to narrow-band VHF-FM. Narrowbanding allows double the number of channels to be active at the same time, meeting the growing needs of federal agencies seeking more frequencies in the radio spectrum.

Now, essentially all that remains of the VHF project



Courtesy of National Technology Center

These refrigerator-sized repeater stations at the National Technology Center in Richmond, Va., will eventually be moved atop mountains and to other distant locations once they are programmed with new frequencies.

is placement of several hundred refrigerator-sized, land-based repeaters.

Because they’re destined for distant, difficult-to-reach locations — like mountaintops where programming would be cumbersome — they will remain at CAP’s National Technology Center in Richmond until they can be programmed with new frequencies and shipped to the field.

These land-based repeaters extend the range of end-user radios far beyond their normal operating range; a VHF radio that normally transmits five miles might reach 50 miles thanks to a repeater.

The transportable repeaters are packaged in a much smaller, weather-resistant aluminum box the size of a suitcase. They can easily be deployed to the top of a tall building by a single person and set up in a matter of minutes.

Photo by Maj. Brad Corpening, South Carolina Wing



South Carolina Wing Vice Commander Lt. Col. Jay Lindler uses a High Frequency/Automatic Link Establishment mobile radio during a South Carolina Emergency Management Division statewide hurricane exercise.

When operated from an orbiting aircraft, they can extend VHF radio conversations for hundreds of miles, making it one of the most important tools in CAP's communications arsenal.

After wrapping up the VHF project, CAP has now embarked on a new five-year initiative to spend about \$14 million on HF-SSB radios. The HF radios will help CAP members communicate farther than ever before.

Going Long

While VHF radios are short range, usually limited to about 50 miles, HF radios provide long-range communications — coast-to-coast and even around the world.

The equipment also has Automatic Link Establishment (ALE) capability, which allows the radio

RDPs can be used from a forward operating base with an AC generator or the top of a picnic table using a 12-volt car battery.

When CAP assisted Mississippi after Hurricane Katrina struck in 2005, CAP radio operators set up the RDPs in Pascagoula and in Bay St. Louis so that members in these areas could easily communicate with the mission base in Jackson. This impromptu HF/ALE network proved to be one of the most effective communications systems used during this emergency response.

Providing the Best

Malcolm Kyser, chief of operations support at National Headquarters, said the new radios are easier to use.

"All radios throughout Civil Air Patrol will feature

“We want CAP to be able to provide CAP volunteers with the tools they need. That’s the least we can do for our members who are using radio equipment to save lives and serve their communities.”

— Pete Wharton, chief of Civil Air Patrol’s National Technology Center

to automatically select the best channel to use from a pool of frequencies. ALE radios are quiet when scanning, making the days of listening for calls filled with static a memory.

In September 2007 CAP's HF acquisitions began with the \$2.5 million purchase of nearly 250 HF-SSB base stations with antennas, power supplies and coaxial cables, 100 HF-SSB mobile radios with automatic antenna couplers and 16-foot whip antennas, and 67 HF-SSB Rapid Deployment Packages (RDPs).

The RDPs are a complete HF-SSB radio station in a suitcase that can be set up quickly in remote sites in emergencies by using an onboard antenna coupler and a wire antenna.

Powered by either 120 volts AC or 12 volts DC, the

common, national-level programming in addition to local channels. That way, when CAP members respond to a large-scale event or disaster, they can pick up any CAP radio and go to the same channels everyone else is using,” Kyser said.

Pete Wharton, chief of CAP's National Technology Center, feels the long-overdue funding provides much-deserved support for CAP's volunteers.

“We ask the members to bring their knowledge, their skills and their experience, and we ask them to do that for nothing,” said Wharton.

“We want CAP to be able to provide them with the tools they need. That’s the least we can do for our members who are using radio equipment to save lives and serve their communities,” he said. ▲

CAP Cadet Named *Presidential Scholar*

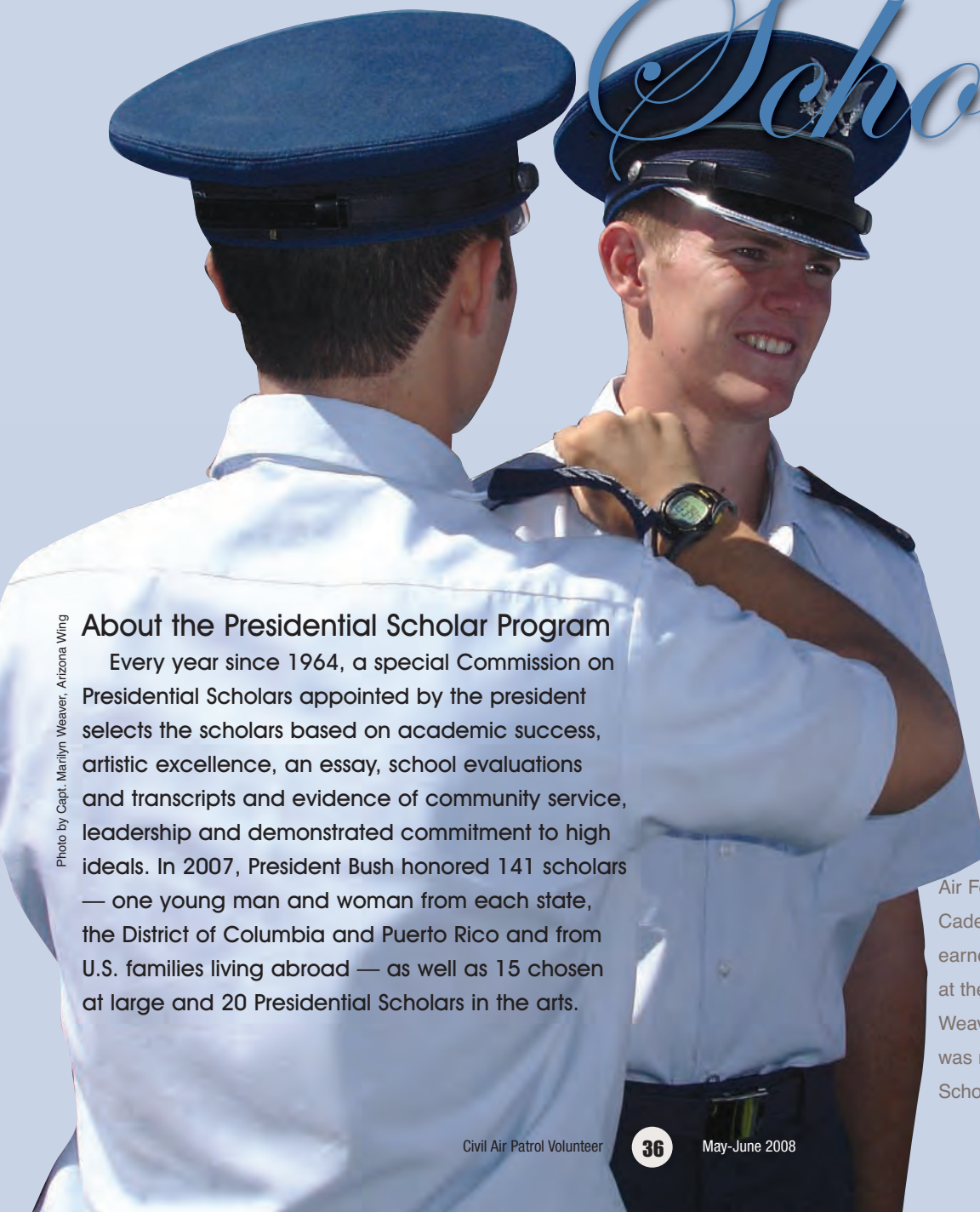


Photo by Capt. Marilyn Weaver, Arizona Wing

About the Presidential Scholar Program

Every year since 1964, a special Commission on Presidential Scholars appointed by the president selects the scholars based on academic success, artistic excellence, an essay, school evaluations and transcripts and evidence of community service, leadership and demonstrated commitment to high ideals. In 2007, President Bush honored 141 scholars — one young man and woman from each state, the District of Columbia and Puerto Rico and from U.S. families living abroad — as well as 15 chosen at large and 20 Presidential Scholars in the arts.

Air Force Academy 4th Class Cadet Max Weaver recently earned his officer shoulder board at the U.S. Air Force Academy. Weaver, a five-year CAP member, was named a 2007 Presidential Scholar by President Bush.

By Ashley M. Wright

Arizona Wing
Cadet Lt. Col.

Max Weaver received
one of the nation's high-
est honors when President

Bush named him a 2007 Presidential Scholar. Weaver was among more than 100 scholars chosen nationwide for outstanding academic achievement and community service.

In a speech from the White House, Bush said, "We wish [Cadet Weaver] luck and we thank him and all the other brave men and women who have volunteered to serve in the United States Armed Forces."

The five-year CAP veteran was unable to attend the ceremony, because he was preparing for another life-changing event — entering the Air Force Academy, where he started basic cadet training three days after the awards were presented.

"I am honored our president would mention me by name in one of his speeches, and I regret being unable to attend the Presidential Scholarship Banquet," said Weaver.

"Max was an excellent cadet, and he is a great scholar and a fine gentleman who earned a lot of respect," said Lt. Col. Mike Sue, commander of Verde Valley Composite Squadron 205, Weaver's CAP squadron.

Knowing that a Presidential Scholar is "a real brain with a mastership of science," Sue said he was not surprised Weaver was selected for this prestigious honor.

His accomplishments as a CAP cadet included serving as cadet mentor and leader for encampment preparation; earning the Gen. Billy Mitchell, Amelia Earhart and Gen. Ira C. Eaker awards; and graduating from the Pararescue Orientation Course at Kirtland Air Force Base in New Mexico.

Weaver said his favorite CAP activity was pararescue. "The course was physically intensive, and taught me about pushing my limits. Looking back, I believe that that camaraderie was my single best memory of CAP," he said.

CAP helped Weaver realize his dream of joining the Air Force: "Civil Air Patrol was very beneficial to me during my high school years. I initially heard the program was related to the Air Force, and joined because of my desire to join the Air Force after high school," he

said. "While in the program, I was introduced to many aspects of the military. I learned how to wear a uniform, how to march and how to have the discipline necessary for a military unit to function. Civil Air Patrol also introduced me to the Honor Code."

At the Air
Force Academy

Weaver plans to major in aeronautical engineering or physics. Earlier this spring, he completed recognition training, which signifies his acceptance into the academy's cadet wing as an underclassman. After completing his degree, he hopes to spend the next 20 years as an Air Force pilot. ▲

Photo by Capt. Marilyn Weaver, Arizona Wing



Air Force Academy 4th Class Cadet Max Weaver takes the honor oath during the academy's Acceptance Day Parade.

The Original Commander

Founder of Historic CAP Squadron

Still Flying High

By Kimberly Barnhart

Photo by Capt. Russell Voelker, West Virginia Wing



Guy Reynolds, 95, enjoys taking his SportStar for a quick ride to Cumberland, Md., for lunch, and friends are treated to scenic flights.

It all began with an old black and white photograph found by Maj. Bart Rogers, historian of the Martinsburg, W. Va., airport.

"I knew the photo was of the founding members of the Martinsburg Civil Air Patrol Squadron in 1943, but I did not know the names of those pictured," said Rogers.

Thus began his quest.

Ultimately, he not only uncovered the names of everyone in the photo, but he also located the squadron's founder and original commander — Guy Reynolds, 95, who was alive, well and still living in Martinsburg.

As a young boy, Reynolds witnessed the U.S. Navy's great rigid airship, the *USS Shenandoah*, as it flew down the Shenandoah Valley in 1923. The



Courtesy of Martinsburg Composite Squadron

The Martinsburg Composite Squadron patch displays Guy Reynolds' initials in tribute to the squadron's founding father.

experience sparked a lifelong fascination with aviation. In the 1930s, Reynolds took his first flight in a Ford Tri-Motor that was barnstorming out of Shepherd Field in Martinsburg. That one flight was all it took for him to be hooked.

When World War II began, he hoped to join the military, but poor vision kept him home. Instead, he joined the young Civil Air Patrol squadron in Hagerstown, Md.

“I enjoyed flying and the Civil Air Patrol, but I didn’t like the drive over to Hagerstown,” recalled Reynolds. “So, I decided to start a CAP unit closer to home in Martinsburg.”

For the next 11 years, Reynolds shared his innovative spirit and his love for aviation with CAP and the community of Martinsburg.

In 1952, Reynolds stopped flying and settled into family life and job responsibilities. He later served as commissioner of aviation for West Virginia. He did not return to flying until 2003 at age 90. Now, Reynolds is in the air more than he is on the ground.

Reynolds spends much of his day at the airport, preparing his SportStar aircraft for a quick ride over to Cumberland, Md., for lunch or taking friends for a scenic flight.

“I log about 100 hours a year,” he said. “I’m very blessed to do what I do, and I enjoy sharing flights with others.”

That giving spirit is instilled in the Martinsburg Composite Squadron. Today, 65 years later, the squadron contin-

ues to thrive and is without a doubt a shining star in the West Virginia Wing, said Lt. Col. Dennis Barron, wing chief of staff.

The squadron boasts more than 70 members and is now run by several of its former cadets. Some, like Barron, have more than four decades of service in CAP. The squadron also has produced many highly successful military officers, businessmen and women, professional pilots and health care professionals.

“Guy Reynolds laid the foundation for our squadron and for aviation in our area,” said Lt. Col. Robert Mills, Martinsburg squadron commander. “As a tribute to his innovative vision which made our squadron possible, we designed our squadron patch to proudly display Guy’s initials.”

“Mere words do not adequately describe Guy Reynolds: teacher, engineer, celebrity, dignitary, but you’d never know it from him,” said Rogers. “His many contributions to the community and the Civil Air Patrol are still being built upon and are still changing lives. Guy Reynolds is our squadron’s founding father and he remains an inspiration to us all. He is truly an original.” ▲



Photo by Capt. Russell Voelker, West Virginia Wing

This vintage 1943 photograph of the Martinsburg Composite Squadron’s founding members was provided by the late Russell Cook, an original squadron member. Guy Reynolds is seated in front, third from left.

CAP CADET Inspires Teacher TO PEN ARTICLE

By Lenore Vickrey

It's no surprise to Civil Air Patrol members that cadets often stand head and shoulders in many ways above their classmates. The exemplary behavior of one cadet in Florida so impressed his teacher that she was inspired to write a laudatory article for her local newspaper about him and the influence of CAP on his life.

"The day Joshua Floyd appeared in my eighth grade classroom in his Civil Air Patrol uniform, he seemed different, somehow stronger and taller," wrote Susan Cornwell, a middle school math teacher in Tallahassee. "But, as I would learn, it wasn't just the uniform that gave Joshua this new air; rather it was the training and discipline that is required to earn the right to wear CAP garb."



Courtesy of Susan Cornwell

Cadet Tech. Sgt. Joshua Floyd, shown here in his squadron's communications shack, is a licensed ham radio operator and a Level 2 emergency communicator.

Floyd joined CAP in April 2003 when he was 11 ("I was lucky enough to join before they changed the minimum age to 12," he said). He easily stood out to Cornwell because, as she wrote in her article for the *Tallahassee Democrat*, "he valued responsibility, respect for authority, leadership and physical fitness.

During volunteer opportunities, he was one of the first to complete his supportive letter to a soldier in Iraq, to read to kindergarten students, to promote and transport recycling from other classrooms to the collection bin and to pack gift boxes for soldiers in Iraq."

Cornwell decided to find out more about CAP and why it had influenced this young man. She caught up with Joshua at a Tallahassee Composite Squadron

Communications Camp, where several cadets and CAP leaders were camping for nine days to learn about ham radio, emergency communications, the Incident Command System and CAP communications. As a licensed amateur radio operator Level 2 emergency communicator trained in the Incident Command System through ICS300 and qualified in numerous CAP emergency services specialties, Joshua had played a major role in putting the camp together, said his father, Capt. Gene Floyd.

Cornwell interviewed Joshua at the encampment, and she observed the instruction. "CAP cadets listened respectfully to a lecture about amateur radio communication and then studied their notes for the next test," she wrote. "The leaders were proud that all but one student, who was the youngest and would get another opportunity, had passed the first test."

It was a far cry from some of the students Cornwell had taught, who were "unmotivated about their school work and had no goals. Their heroes were 'gangsta' rappers, celebrities with flashy lives and seemingly easy money and brawling athletes who had run afoul of the law."

By contrast, Joshua had worked hard to bring his grades up to stay in CAP, and he valued the leadership and team-building opportunities it provided, she wrote. In an interview Joshua told her about encampments he'd attended in Pennsylvania and Mississippi, including rappelling off a 100-foot tower, and how he wants to fly one day in an F-22.

"As for CAP's influence on Joshua, I wondered no more," Cornwell concluded. "It is clear CAP has offered Joshua and other youngsters opportunities that will guide them to make healthy choices and accept self-responsibility. During the formative, dangerous adolescent years, CAP provides the positive direction that is so important to their future and to the future of the community at large."

Cornwell received positive feedback from the

Cadet Tech Sgt. Joshua Floyd poses with his dad, Capt. Gene Floyd, and his teacher, Susan Cornwell, who wrote an article in the local newspaper on the numerous ways CAP led to Joshua's success.

article, as did Joshua. "I heard from people who said it was wonderful to hear something so beautiful about a young person doing great things," she said. She even heard from a retired Air Force lieutenant colonel who e-mailed his thanks to her and expressed his wish for "100 more teachers like you" to inspire today's students.

Though Joshua is now 17 and a sophomore in high school, where he is commander of the Air Force Junior ROTC Color Guard and a cadet basic training officer, he remains active in CAP and continues to win awards. He admits, however, that in the early days he didn't always have the good attitude he has now. "When I first joined, I noticed how much they told me what to do. I wanted to quit, but I am not a quitter. I stuck through and when I went to my first encampment, I learned you just have to stay with it until one day you will be the one in command, telling others what to do."

Since the article was written, Joshua has taken a second course at CAP's Hawk Mountain Ranger School, where he was named Honor Cadet for the Staff Training Squadron. He is now a member of the Hawk Mountain staff, his father said.

At National Cadet Special Activities Selection Board in January 2008, he was named eighth in the Florida Wing out of 101 cadets participating in a competition involving academics, physical fitness, uniform inspection and a selection board.

This summer, Joshua plans to complete a cross-country bicycle trip with his family. Readers may subscribe to his daily journal mailing list at www.rideforfatherhood.org. He will take time out from riding his bike to attend Hawk Mountain and National Blue Beret. ▲



Photo by Capt. Ed Willoughby, Florida Wing

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CAP Chaplain Recognized for Community Service

By Kimberly Barnhart

Maj. David Lefavor, an Ohio Civil Air Patrol chaplain, is the recipient of Florida's Point of Light Award, which recognizes exemplary

volunteer service.

The award, presented by Florida Gov. Charlie Crist at a Project Gratitude reception in Tampa, recognized Lefavor's volunteerism with Civil Air Patrol, Operation Helping Hand and Project Gratitude.

"Chaplain David Lefavor has eased the recovery process for many families and veterans far from home," said Crist. "By honoring others, Chaplain Lefavor celebrates the hard work of the many men and women who have served their country."

Since the war on Iraq began in 2003, the Department of Veterans Affairs rehab center in Tampa has treated more than 200 critically injured soldiers, whose recuperation has generally required a year and sometimes more. For the patients' families, the challenges associated with long-term hospitalization can be daunting.

"Many of the patients are



Photo courtesy of ProjectGratitude.net

Chaplain Maj. David Lefavor, left, visits with retired U.S. Army Gen. John Abazaid, former commander of U.S. Central Command, during a Project Gratitude gathering. Lefavor was honored for his work with Project Gratitude, which provides R&R for military chaplains returning home from deployment.

married with young families, and being away from home that long can be a real hardship. Operation Helping Hand has been a huge success in serving these families,” said Lefavor, who helped establish the program. “It’s a real winner!”

The program provides monetary support, as well as monthly fellowship dinners, rental car assistance, phone cards, gift baskets and more.

“My wife and I experienced firsthand what it is like to be parents of a combat-injured patient,” said Lefavor, whose son, Sgt. Maj. Paul Lefavor of the Army Special Forces, was critically injured in Iraq in 2006. Lefavor and his family traveled to Walter Reed Army Medical Center in Washington, D.C., and stood vigil as he recovered.

“Thankfully, the family support system works,” he said.

Lefavor, a retired Navy chaplain who works full time as a VA chaplain, joined Civil Air Patrol eight years ago. “It’s a wonderful opportunity. I enjoy being part of the Civil Air Patrol and helping people,” he said.

He serves as the Ohio Wing Group VII chaplain and is credited with helping arrange a partnership in 2005 between CAP and the Florida National Guard. As a



Chaplain Maj. David Lefavor visits with U.S. Navy SeaBee Pete Herrick and his wife, Diana, at the trauma center in Tampa, Fla. Herrick is a motivational speaker who works to help ease the recovery of other injured soldiers.

Courtesy of ProjectGratitude.net.

result of his outstanding work with the National Guard, he was awarded the Florida Commendation Medal by the adjutant general, Maj. Gen. Douglas Burnett, for “exceptional meritorious service in both routine and emergency services.”

Lefavor also devotes countless hours to Project Gratitude, which provides R&R for military chaplains returning home from deployment. “A chaplain’s life and their family’s lives become more complex upon their return, mostly because the lives of those they serve also become more complex,” he said. So, Project Gratitude arranges for the families to spend four days together at Florida attractions, such as Busch Gardens and the Kennedy Space Center. In addition, each chaplain is honored during a reception with let-

ters of appreciation and a proclamation from the governor for their service.

“It’s just a way to care for the caregivers,” Lefavor said.

Moral development and service to others are integral parts of CAP and its Cadet Program. Whether it’s through Operation Helping Hand, Project Gratitude or his duties with the Ohio Wing, Lefavor represents the spirit of Civil Air Patrol by his willingness to always extend a helping hand. ▲

“Chaplain David Lefavor has eased the recovery process for many families and veterans far from home.”

— Florida Gov. Charlie Crist



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From CAP Cadet to United States Senator

By Lenore Vickrey

TC

How many CAP members can say they've served alongside a future governor and U.S. senator?

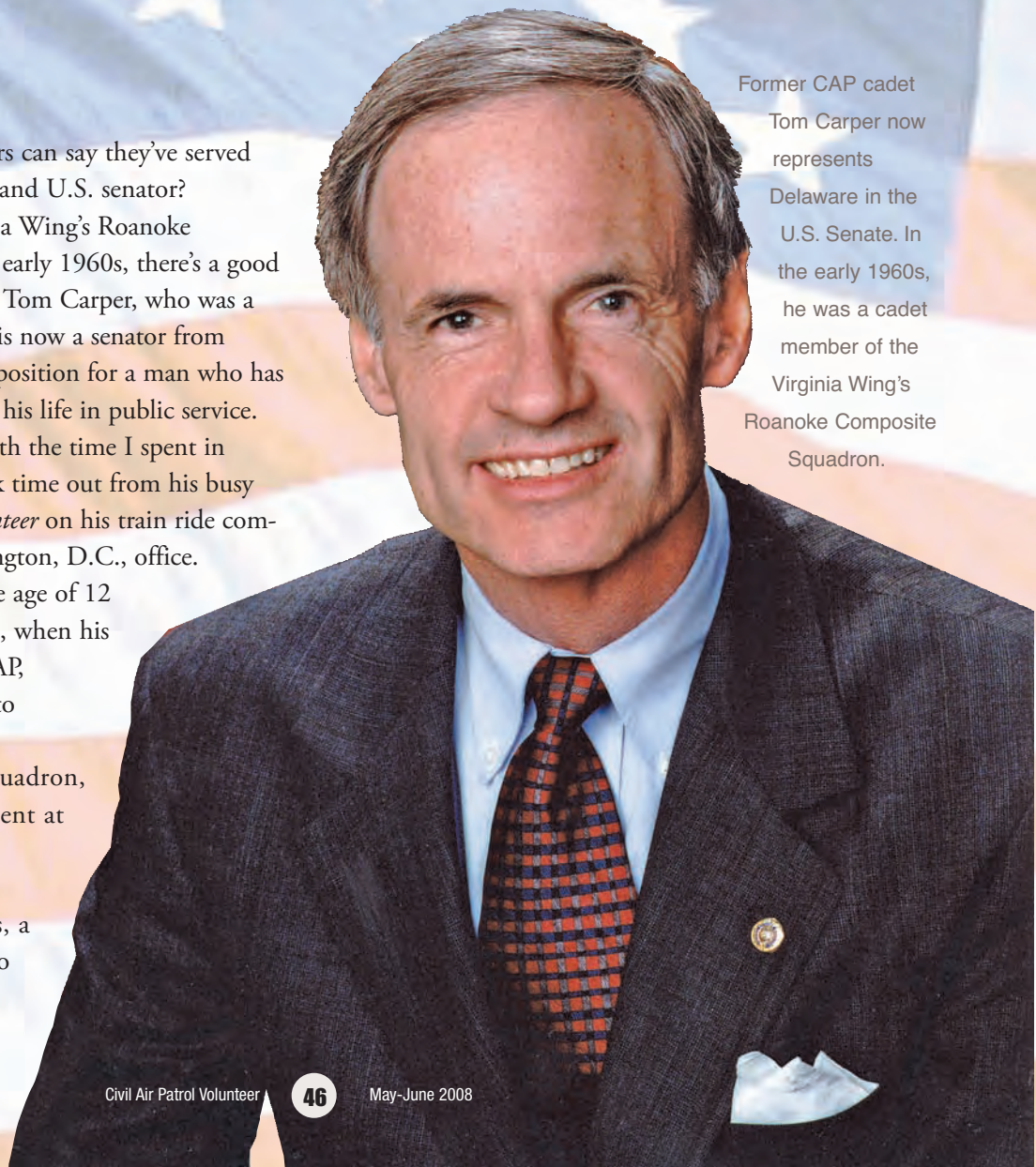
If you were in the Virginia Wing's Roanoke Composite Squadron in the early 1960s, there's a good chance you served alongside Tom Carper, who was a cadet in that group. Carper is now a senator from Delaware, the latest elected position for a man who has spent more than 30 years of his life in public service.

"That all really started with the time I spent in CAP," said Carper, who took time out from his busy schedule to talk to the *Volunteer* on his train ride commute home from his Washington, D.C., office.

Carper joined CAP at the age of 12 while living in Danville, Va., when his father, who was active in CAP, "strongly encouraged" him to become a cadet.

"I participated in the squadron, went to summer encampment at Langley with other cadets around the region, and I remember completing tests, a lot of which were related to aeronautics and space," he recalled.

Former CAP cadet
Tom Carper now
represents
Delaware in the
U.S. Senate. In
the early 1960s,
he was a cadet
member of the
Virginia Wing's
Roanoke Composite
Squadron.



Carper said he had fond memories of going out with his father in a single-engine aircraft on search missions. "I did that for the first time as a 15-year-old CAP cadet," he said. "My time in CAP created for me a love for the military, a sense of comfort and familiarity with it and a belief that I would want to be a part of the military."

He remained active in CAP until his junior year of high school, when his family moved to Columbus, Ohio. He applied to attend the U.S. Air Force Academy, inspired "in no small measure due to my experience in CAP," he said. He missed the deadline and instead became interested in the Navy ROTC program, which awarded him a scholarship. After graduation, he served for five years as a naval flight officer, flying missions off Vietnam, Cambodia and Thailand. He also served as a P-3 aircraft mission commander, and he tracked Soviet subs worldwide. He continued to serve in the Naval Reserve until retiring in 1991 with the rank of captain.

"To this day, I love being on military bases, on ships and carriers. It was a wonderful part of my life and still is," he said.

After the war, Carper earned his MBA at the University of Delaware and soon after began his career in public service. He was elected Delaware state treasurer and then to the U.S. House of Representatives, where he served five terms. In 1993 he was elected governor of Delaware, serving two terms. As governor, he noted, "I was commander-in-chief of the Delaware National Guard" and was always supportive of CAP, attending events and meeting with CAP cadets several times a year, "whenever they needed me."

It was during one of these events that Carper met former CAP National Commander Brig. Gen. Richard Anderson at the opening of a new Delaware Wing

headquarters building. Anderson recalled the meeting fondly.

"We were introduced, and he told me how appreciative he was of CAP and what CAP had done for him," Anderson said. As the two talked, Anderson learned they had been members of the same squadron in Roanoke, Va., roughly a decade apart. They even went to the same high school and lived in virtually the same neighborhood.

That meeting made such an impression on Anderson that he wrote a column about it for *Civil Air Patrol*

News in August 1994. In it, he encouraged CAP members to be aware of the impact they might have on their cadets: "You never know when your cadet will grow up to be governor. ... Quite possibly, the nation's governors, senators, physicians, scientists and astronauts of tomorrow are entrusted to your safekeeping as CAP cadets today."

Anderson didn't know it then, of course, but Carper's public service wouldn't stop with the governor's office. He was

elected to the U.S. Senate in 2000 and re-elected in 2006, retaining his record as Delaware's winningest politician. He is deputy whip of the Senate, vice chairman of the Democratic Leadership Council and a member of several other key committees, and is widely regarded for his ability to work across party lines and build a consensus.

Carper continues to support CAP, not only for the great service it provides the country, but also because of the manner in which it "prepares young men and women for positions of leadership in the military and careers beyond the military, infusing the notion that we have an obligation to serve our communities," he said.

This U.S. senator is certainly evidence of that. ▲

Asked if he had any advice for today's Civil Air Patrol cadets, Sen. Tom Carper offered the following points for future leaders, which make up his own "moral compass":

- Figure out the right thing to do and just do it.
- Treat other people the way you want to be treated.
- Be committed to excellence in everything you do.
- If you know you are right, never give up.
- Surround yourself with the very best people you can find.
- When the team does well, their leader gives them the credit. When the team doesn't do so well, the leader takes the blame.

Growing Up CAP

Charter Member Devotes Life to Aviation, Helping Others

By Kimberly L. Wright



Photo by Susan Robertson, CAP National Headquarters

Lt. Col. Carolyn Guertin of the Virginia Wing, a founding member of Civil Air Patrol, discovered in the organization a pleasing combination of humanitarianism and aviation, a great outlet for her boundless energy.

"I've been interested in space and flying, my sister says, ever since I was old enough to look over the side of the crib," she said. "Some of my friends flew airplanes, and they let me fly. When CAP formed, I was one of the first ones to join."

That was when Guertin was a mere 13 years old. Her youth complicated admission into the fledgling Civil Air Patrol.

"They thought I was too young," she said. "I was the first one in line when the ID numbers were assigned, but they told me I had to wait. So, the other women signed up, and after they signed up, I said, 'Now?' And they said, 'Well, we'll give you No. 11, but we don't know if you can keep it.'" She kept the number until she became a senior member.

During World War II, her role in CAP included less than glamorous but necessary tasks.

"Most of the things I did then were help

Interim CAP National Commander Brig. Gen. Amy Courter signs Lt. Col. Carolyn Guertin's copy of "Flying Minute Men." Numerous aviation, space and national leaders have signed her book over the years.

the men when they went out on the anti-submarine patrol. We would wash the planes and sweep and scrub the floors in the building where we met, mostly doing what you call housework but also attending classes and drilling,” she said.

When the Cadet Program began in October 1942, she officially became a cadet, staying with the program until she turned 20. She was awarded a flying scholarship the second year it was available after acing the test twice.

“I soloed six years before I drove an automobile,” she noted.

A RICH LIFE

As an adult member, Guertin shared her love of aviation and helping others by mentoring cadets. She commanded the squadron she started, Richmond Cadet Squadron 2, for 10 years. She also taught a nighttime class in aerospace education the first time the local school board allowed teenagers to go to night school, she said.

The cadets, most of them male, treated Guertin with great respect. “At first I was a little skeptical about how they would treat a female, but they had a lot of respect for me,” she said.

Those who studied under her were successful in their careers. One of them, David K. Richart, was the first Virginian to graduate from the U.S. Air Force Academy’s first class — the class of ’59. Another cadet, who attended a jet orientation course at Tyndall Air Force Base, Fla., went on to become a nuclear weapons specialist in the Air Force.

In addition, Guertin served as a CAP personnel officer, cadet training officer, training development officer, wing information officer, wing director of training and wing inspector. Her training included five aviation education workshops, the first in 1952, and she ultimately served on the staff of several in the ’50s. She was executive officer of a national all-girls encampment at Lackland Air Force Base in San Antonio in 1954, and she represented CAP and the Air Force in an

Armed Forces Day television program in 1956.

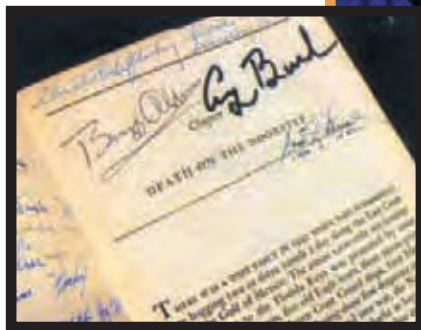
After completing search and rescue air coordination training with the Air Force Rescue Coordination Center, Guertin performed search and rescue missions. She temporarily served as a mission commander in 1953. In recognition of her service, she received the CAP search and rescue ribbon with three bronze clusters in 1961 and a meritorious service award in 1966. As a founding member, she also received a trophy and a certificate in 2001 for 60 years of Civil Air Patrol service from Brig. Gen. James C. Bobick, then CAP’s national commander.

BY THE BOOK

For decades, dignitaries across the country have signed Guertin’s copy of “Flying Minute Men,” Robert E. Neprud’s early history of CAP. The list of signees reads like a roll call of aviation and space icons: famed test pilot Chuck Yeager, father of the modern helicopter Igor Sikorsky, war hero Jimmy Doolittle, astronaut Story Musgrave, pioneering aviator Jacqueline Cochran,



Guertin paid \$500 to attend a George H.W. Bush charity fundraiser in order to land the former president’s signature in her copy of “Flying Minute Men.”



aviation legend Scott Crossfield and the original voice of NASA Mission Control, John A. “Shorty” Powers.

Other signees include several CAP national commanders and prominent leaders, such as President George H.W. Bush, and presidents of now-defunct airlines.

EVEN NOW

Guertin is constantly on the go at age 80, staying active both in CAP and her other interests. She attends CAP’s National Board and Annual Conference every year, and she constantly expands her knowledge by attending learning labs and preconference training. At the annual conference last summer, she took the Weapons of Mass Destruction course.

Guertin attended astronaut training for educators at Kennedy Space Center

when she was 73, taking a simulated tumble in space in a multi-axis trainer. “I pulled four Gs in the centrifuge,” she noted.



Guertin and her sister, Florence Blank, left, visited the Steven F. Udvar-Hazy Center to attend the National Conference of Aviation and Space in 2006. Guertin has been devoted to CAP, aviation and mentoring youth throughout her life.

She also attends reunions for the 8th Air Force’s 34th Bomb Group. Her husband, Don Guertin, flew B-17s as part of the group’s 18th Squadron in Mendlesham, England, during World War II.

Her devotion to the memory of those who served has also taken her overseas. She has traveled to Mendlesham to see what little remained of the field where her husband served. She also visited Normandy, France, to see the beach where the crucial Allied invasion took place in 1944. ▲



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CAP's 2008 Public Affairs Officer Academy is a high-caliber professional development and networking opportunity no PAO will want to miss. Learn the PA Essentials: How to Think Nationally and Act Locally. Courses for all PAOs — from beginner to advanced — will be provided in this two-day session scheduled for Aug. 5-6 at the Gaylord Palms Resort & Convention Center in Kissimmee, Fla., near Orlando. All members are welcome. Click on www.cap.gov/paoa for the latest information.

Achievements



Gill Robb Wilson Award

Highest award given to senior members who complete Level V of the Civil Air Patrol Senior Member Training Program. (Only about 5 percent of CAP senior members achieve this award.) The officers listed below received their awards in January and February 2008.

Maj. John W. Kruger	AZ
Lt. Col. George Dawson	CA
Lt. Col. Harry J. Jenkins	CA
Col. Peter Jensen	CT
Lt. Col. Alvaro Bernal	FL
Lt. Col. Margaret Hannah	FL
Maj. Lawrence E. Mettling	KY
Maj. Edward J. Leonard	MO
Maj. Max A. Benbow	NC
Lt. Col. Thomas R. Weber	NC
Col. Robert K. Todd	NE
Lt. Col. Charles R. McCarty	NV
Maj. Sharon L. Williams	NY
Col. Joseph J. Martin	SER
Lt. Col. Robert T. Balson	TX
Maj. Richard T. Edgerton	WA
Col. Donald J. Haffner	WI



Paul E. Garber Award

Second-highest award given to senior members who complete Level IV of the CAP Senior Member Training Program. The officers listed below received their awards in January and February 2008.

Capt. Graydon L. Houston	CO
Capt. Jeffrey L. Johnson	CO
Capt. Andrew G. Rajca	CO
Maj. Peter A. Acevedo	FL
Maj. Antonio J. Barroso	FL
Lt. Col. William J. Lee	FL
Maj. Emily J. Mathews	FL
Maj. Scott G. Hamre	GA
Maj. David W. Dodson	IN
Maj. Jeffrey D. Morris	KS
Lt. Col. James F. Babbitt	MD
Maj. Andrzej A. Machcinski	MI
Capt. David T. Brannon	MS
Lt. Col. Russell J. Kappelman	NM
Maj. Kelly L. Howard	NV
Maj. Carolyn F. Irby	NV
Maj. Warren D. Ratis	NY
Lt. Col. Charles Joseph Fandel	OR
Maj. Ronald K. Sharer	PA
Capt. Eliud Cardona-Soto	PR
Lt. Col. Francisco A. Ortiz	PR
Lt. Col. George E. Klett	TX



Gen. Ira C. Eaker Award

Second-highest award for cadets who successfully complete all Phase IV requirements of the CAP Cadet Program. The cadets listed below received their awards in January and February 2008.

Matthew A. Bricker	AZ
Seth E. Gaertner	AZ
Ian W. Hall	AZ
Jonathan M. Yang	AZ
Brett D. Jack	CA
Matthew D. Stransky	CO
Jonathan C. Samonas	FL
Robert S. Butrill	GA
Cameron J. Gantz	KY
Bethany J. Hewett	MI
Jeremiah T. Coogan	NC
Cassie M. Fletcher	NC
Kali F. Fletcher	NC
Shane P. Bellingham	NH
Zachary Z. King	NJ
Stephen E. Rogacki	NJ
Jacob T. Miller	NY
Dallas C. Herndon	OK
Wilfredo Castro	PR
Luis G. Colon	PR
Benjamin J. Amis	TX
Faith A. Brymer	TX
John L. Garrison	UT
Alexandra J. Cornejo	VA
Dominique D. Litchford	VA
Richard N. Merz	WI
Joseph P. Moss	WV



Gen. Carl A. Spaatz Award

Highest award for cadets who complete all phases of the CAP Cadet Program and the Spaatz award examination. (Only about one-half of 1 percent of CAP cadets achieve this award.) The cadets listed below

received their awards in January and February 2008.

Erinn E. Scott	AL
David A. Cornejo	VA
David A. Dillie	VA

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Great Lakes

Training turns real: Illinois Wing finds crashed plane

ILLINOIS – A Group 1 emergency services training weekend at Scott Composite Squadron's Scott Air Force Base headquarters quickly turned into the real thing for members of the Scott, Jefferson, Metropolis and Williamson County composite squadrons.

When the Air Force Rescue Coordination Center advised the Illinois Wing that the Search and Rescue Satellite Aided Tracking System had detected emergency locator transmitter signal coordinates near Vandalia and Litchfield in south Illinois, the incident commander, Maj. Danny Degott of Fox Valley Composite Squadron, deployed 15 cadets and senior members from the training session and two more from the 286th Composite Squadron.

2nd Lt. Kelley Sies of the Scott squadron learned an aircraft had crash-landed in a farm field north of Litchfield the previous afternoon. The team advised the aircrews and then headed toward the site. Ground teams and air units arrived almost simultaneously, finding a Cessna 172 RG upside down in a wet, plowed field with no one aboard.

>> Lt. Col. Ted E. Lohr



Photo by Lt. Col. Ted E. Lohr, Illinois Wing

Capt. John Brendel, left, and Cadet Staff Sgt. James Pratt prepare to shut off the emergency locator transmitter in a downed Cessna 172 RG near Scott Air Force Base, where their unit, Scott Composite Squadron, was hosting an Illinois Wing Group 1 emergency services training weekend.

Middle East

Cadets fly with Air Force helicopter squadron

WASHINGTON, D.C. — National Capital Wing cadets recently got an opportunity to fly along with the U.S. Air Force's 1st Helicopter Squadron during training flights over the U.S. capital.

Air Force aircrews in three UH-1N Huey light-lift utility helicopters practiced formation flying, landing in a remote field and on Prince George's Community Hospital helipad and flying low-level air routes over the capital. The cadets also were treated to an aerial tour of Washington, flying 160 feet above the Potomac River and Tidal Basin.

"The helicopter flight was amazing," said Cadet Airman Bryant Kirkland of Andrews Composite Squadron. "It was exciting, nerve-racking and I was literally on the edge of my seat!"

Crew chiefs explained how the helicopter flies and what the various control surfaces do, and they answered many aerospace-related questions asked by curious cadets. In addition, the cadets were briefed on one of the 1st Helicopter Squadron's missions — providing contingency response capability to include emergency airlift for the national capital region.

Cadets from the Andrews Composite, Challenger I Cadet and Kettering Middle School Cadet squadrons participated in the incentive flights. "This was one of the most exciting things I have ever done! I can't wait 'till it's my turn to be up there in the sky one of these days," said Cadet Airman Darin Davis of Andrews squadron.

>> Maj. Paul S. Cianciolo



Photo by Maj. Paul S. Cianciolo, National Capital Wing

Cadet Airman Bryant Kirkland of Andrews Composite Squadron looks out over Arlington National Cemetery during an Air Force helicopter incentive ride.

North Central

Minnesota Wing enjoys weekend lock-in, competition

MINNESOTA – The 2008 Lock-In and Volleyball Competition held recently at St. Cloud State University proved CAP isn't all work and no play for Minnesota Wing cadets. Hosted by the St. Cloud Composite Squadron since 2001, the hands-on event included flight simulators, rock climbing, swimming, racquetball, dodgeball, board games and more for some 200 members and guests from squadrons across the wing. In all, 19 volleyball teams competed.

"The whole event was very well organized, fun and safe," said Julie Weidenborner, whose son, Cadet Staff Sgt. Korben Weidenborner of the St. Cloud squadron, attended his first lock-in. She praised the adult supervision, as well as the appropriate movies and entertainment chosen for all ages.

Cadets Jonathan and Tyler Hammer, brothers in Crow Wing Composite Squadron, were first-time participants as well. Jonathan, a cadet airman, said, "The lock-in helped me to know my squadron better and build stronger friendships." Tyler, a cadet airman basic, praised the "many, various activities" and added, "I had a great time even though I didn't get much sleep."

Cadet Capt. Steven Parker, cadet organizer of the event, further summed up the lock-in's success: "I think this event is mostly about throwing off the CAP uniform and getting to connect with people around the wing in a fun environment without the pressure of rank or grade." >> Capt. Richard J. Sprouse



Photo by Capt. Richard J. Sprouse, Minnesota Wing

The rock climb is one of numerous activities held during the annual Lock-In and Volleyball Competition hosted by St. Cloud Composite Squadron since 2001.

Northeast

New York squadron leads salute to disabled veterans

NEW YORK – Cadets from the Schenectady Composite Squadron held a salute to disabled veterans at the Albany VA Medical Center, joining with Rosemary Campbell's School of Irish Dance in Johnsonville and the Albany Police Pipes and Drums to honor the men at the hospital for their service to the nation.

When the bagpipers' and step dancers' crowd-pleasing performance was over, the cadets presented each veteran in attendance with a plant, a U.S. flag and a hat with a flag as an expression of gratitude. The cadets then went room to room to make the same presentation to veterans who were unable to attend the performance.

"We are hoping to make this an annual event," said Cadet Airman John Simpleman, who conceived of the idea for the salute with Cadet Airman Stephen Geissler. "The veterans deserve this for all of their sacrifices that they have made. I enjoyed this with all my heart." >> Cadet Airman John Simpleman

Courtesy of Alan Faulner



World War II veteran Christopher Calvano talks about his wartime experiences with Cadet Staff Sgt. John Shakeshaft Jr., left, and Cadet Airman 1st Class Joshua Cooney.

Pacific

California Wing pitches in after witnessing accident

CALIFORNIA – The final day of a model rocketry weekend for members of three California Wing squadrons quickly turned into a dramatic lesson on how Civil Air Patrol's emergency services mission can apply in everyday life.

Several cadets witnessed a motorcycle and an all-terrain vehicle collide at El Mirage Dry Lake, near the site where they were launching rockets they had made the previous day. They were the first to arrive on the scene, first-aid kit in hand, under the leadership of Lt. Col. Kenneth Hartwell of Brackett Composite Squadron 64. The motorcycle's rider was having a serious grand mal seizure because of head injuries; the CAP members were able to open his airway and keep him from suffering further injury until the seizure passed. One of the men was removed from the scene by ambulance, and emergency personnel airlifted the other victim.

CAP also led rescue vehicles to the accident site and helped emergency personnel lift and move the victims and load the damaged vehicles into pickups.

For many cadets, the experience provided a first-hand example of the benefits of taking a first-aid and cardiopulmonary resuscitation class. >> 2nd Lt. April Swerdfefer



Photo by 2nd Lt. April Swerdfefer, California Wing

The motorcycle's young operator, right, watches as Lt. Col. Kenneth Hartwell of Brackett Composite Squadron 64 helps emergency personnel move one of the accident victims.

Rocky Mountain

Colorado Wing hosts local defense council meeting

COLORADO – When members of the Aurora Chamber of Commerce's Defense Council gathered for their monthly meeting recently at Buckley Air Force Base's Hangar 909, the event featured an unmistakable CAP flair.

The Colorado Wing served as host, and CAP aircraft, including a GA8 and glider and photo displays, provided an engaging backdrop. Cadets from three squadrons — Mustang, Parker and Valkyrie — greeted the members and guests and assisted in assembling the glider.

The chamber council works with local military installations and aerospace industry representatives to support an array of special events, including the annual Armed Forces Recognition Luncheon, Retiree Appreciation and Family Fun Day at Buckley.

Col. Ed Phelka, Colorado Wing commander, provided an overview of CAP to more than 70 council members, including Brig. Gen. H. Michael Edward, adjutant general of the Colorado National Guard; Brig. Gen. Eric W. Crabtree of Air Reserve Personnel Center; Col. Donald W. "Wayne" McGee Jr., 460th Space Wing commander; Brig. Gen. Trulan A. Eyre, Colorado Air National Guard 140th Wing commander; Commander Patrick O'Flaherty of Navy Operations Support Center; and staff members from Colorado's congressional offices. >> Lt. Col. Barbara L. Gentry



Photo by Lt. Col. Barbara L. Gentry, Colorado Wing

The Colorado Wing hosted a recent Aurora Chamber of Commerce Defense Council meeting.

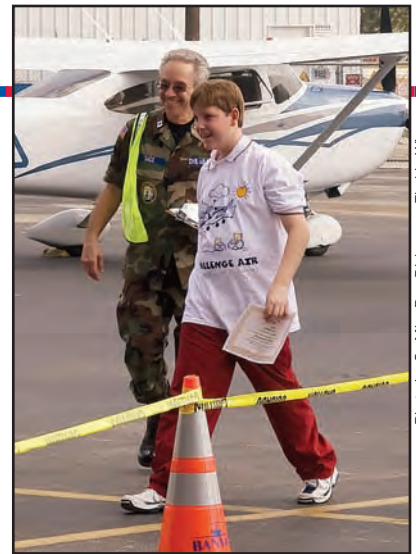
Southeast

Florida Wing supports Challenge Air flights

FLORIDA – More than 60 members of the Florida Wing's Groups 6 and 11 helped physically and mentally challenged children experience their first flights in a private plane as part of Challenge Air held at Banyan Air Services on the Fort Lauderdale Executive Airport grounds. For more than 10 years, South Florida's CAP members have provided parking assistance, aerospace education, communications assets, flight line management and marshalling for the event, the largest volunteer activity for CAP members in the area. This year, more than 30 private aircraft and more than 150 lucky new co-pilots took part.

Challenge Air was founded by Rick Amber, a former naval aviator who lost his legs when his jet crashed during an attempted landing on his carrier. Amber's vision was that "every disabled person should see the world from a different view ... out of their wheelchairs and crutches and from the sky." That goal prompted him to organize Challenge Air, which travels the country organizing private pilots, their aircraft and extraordinary young people seeking an experience most in CAP take for granted — the freedom of flight.

While awaiting their turn in the sky, the kids were treated to a carnival-type atmosphere, with face painting, games, music and plenty of refreshments. Initial trepidation was soon tempered through a "Ground School" briefing on what to expect. The activity culminated in each child's turn in the co-pilot's seat. Upon landing, beaming smiles lit up the ramp, and the crowd's cheers echoed throughout the hangar as each newly pinned co-pilot returned safely to the ground after earning his wings. >> Sr. Mbr. Ben Dickmann



Capt. Bruce Sage of the Coral Springs Cadet Squadron escorts a new co-pilot back to the cheers of friends and family.

Photo by Sr. Mbr. Ben Dickmann, Florida Wing

Southwest

Photo by Capt. Glenn Shellhouse, Texas Wing



Marauder Composite Squadron cadets — standing, from left, Cadet Chief Master Sgt. Daniel Shellhouse, Cadet Sr. Airman Jamie Paul, Cadet Sr. Staff Sgt. Matthew Burrell, Cadet Sr. Airman Thomas Laburt, Cadet Staff Sgt. Jaime Hernandez and kneeling, from left, Cadet Airmen Basics Isaac Acay and Alex Barrett — pose with contributions collected during the squadron's annual food drive.

Texas cadets canvass city collecting for food drive

TEXAS – Marauder Composite Squadron cadets knocked on doors throughout their Kingwood home base to ask residents to contribute canned foods during the squadron's annual food drive. The activity benefited Christ the King Lutheran Church of Kingwood, which will distribute the food to families in need throughout the year.

The church served as the squadron's headquarters and meeting place. "We are very thankful for the church's generosity, and by helping to restock their food bank, the squadron can give something back to the community," said Maj. Al Bryant, squadron commander. "I am very proud of these young men and women. Their hard work produces great results. This is just one more way these cadets choose to serve their community."

The annual food drive is one of several activities the squadron uses to encourage leadership, self-discipline and service. >> Capt. Glenn Shellhouse

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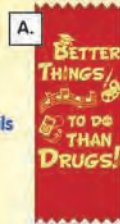
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